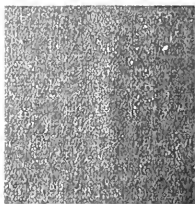
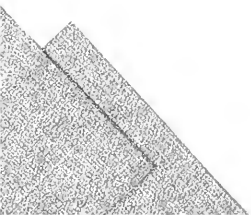
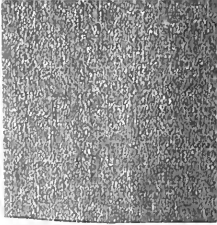
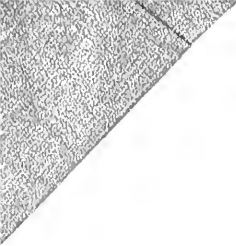


COLONY
of
NATAL.

Official Illustrated
Handbook and
Railway Guide.







Diagram

GENERAL VIEW OF POINT, ADDINGTON, DURBAN AND BEREA.

THE
COLONY OF NATAL

AN OFFICIAL
ILLUSTRATED HANDBOOK
AND
RAILWAY GUIDE

BY
J. FORSYTH INGRAM,

Author of "THE LAND OF GOLD, DIAMONDS, AND IVORY," etc., etc., etc.

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INSOBEVU RIVER, UMVOTI COUNTY

Ingram

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SECTION I.

INTRODUCTION.

THE purpose of the following volume is to provide, in a condensed form, not only a reliable descriptive guide to the Natal Government Railway System, but a handbook to the Colony, which will be of practical utility alike to the settler and the traveller.

This has been rendered necessary by reason of the rapid march of events in Natal within the past decade. Time was, and that not so long ago either, when each State and Colony in South Africa held aloof from the other, when lumbering ox-wagons formed the principal means of communication, and when petty jealousies, the outcome of isolation, prevailed, not only between the various races of the country, but between each separate territory.

That period is now happily at an end. The Cape of Good Hope, the Orange Free State, the South African Republic, Delagoa Bay, and the far mystic lands of the Matabeles and Mashonas are now linked together by bonds of steel.

A brighter and more prosperous era has dawned. With better knowledge of each other, with increased facilities for intercourse, and with broadened trade lines, the kindred states of South Africa stand a better chance of attaining that solid peace and prosperity which are so essential to the consolidation of the best and truest interests of the land.

Owing to many causes, but principally to that of isolation, the natural features, climatic attractions, and productions of Natal, have not been brought before the world as prominently as they deserve. Notwithstanding this, the Colony has

progressed, and to-day, those who may visit it will find but few evidences in the present, of the disabilities of the past.

By their own efforts, the Colonists of Natal have overcome much of the stagnation and poverty which are incidental to the evolution of a new land.

Bounded on the south, as Natal was, by Pondoland, an independent native state, on the north by Zululand, another savage territory, to the west by the open plains of the Free State and Transvaal, and on the east by the Indian Ocean, it is scarcely a marvel that the Colony was little known.

The menace of Pondoland has now been removed by the annexation of that country to the Cape of Good Hope. Zululand, a British Crown Colony, is under firm control: its war spirit exorcised. A railway system throughout the greatest length of, and nearly across the Colony, has been completed and connected with other lines, while away to the west and north, far almost as the mind can soar, the magic spell of gold and diamonds has transformed the land from a wilderness to a region of untold treasure.

Within the frontiers of Natal there is ample scope for the energies of the agriculturist, the trader, the miner, and the manufacturer. Further on in these pages, as the details of the Colony's worth are unfolded, strangers will come to realise that, despite the many troubles and drawbacks of the past, the land has steadily and satisfactorily advanced.

The common reproach brought against it, was that while it could produce good trade samples of many important staples, it never did so in bulk, enough to warrant a steady trade.

In order to remove this impression, and to impart a fair general knowledge of the subject to readers, it will be necessary to outline in brief the position, size, climates, physical geography, productions, and trade as they stand to-day.

In the limited space of such a manual as the present, there is no necessity to dip into the political history of the Colony; other authorities may be consulted in that connection. The Natal of to-day is theme enough for one volume, and in treating it, an effort will be made, not only to avoid the

ordinary and wearisome guide-book style, but to make the work as interesting and readable, as authentic and useful. Carefully compiled statistics, many of which have never yet been placed in consecutive form before the public, will be found incorporated in Section IV., and elsewhere throughout the volume.

The thanks of the author are due to those who have so freely assisted him in the compilation of statistics, and he would especially mention his indebtedness to the Departments of the Engineer-in-Chief of Railways, Surveyor-General, and the Engineer of Public Works. In addition to these he would acknowledge the valuable aid rendered by Mr. J. T. Edwards in connection with the Flora; Mr. D. F. Forsyth, B.A., for particulars regarding Maritzburg; Mr. Harold Duncum, also the artists from whose collections some of the illustrations were obtained.





SECTION II.

PHYSICAL GEOGRAPHY.

Position
and
Boundaries

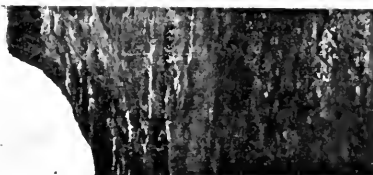
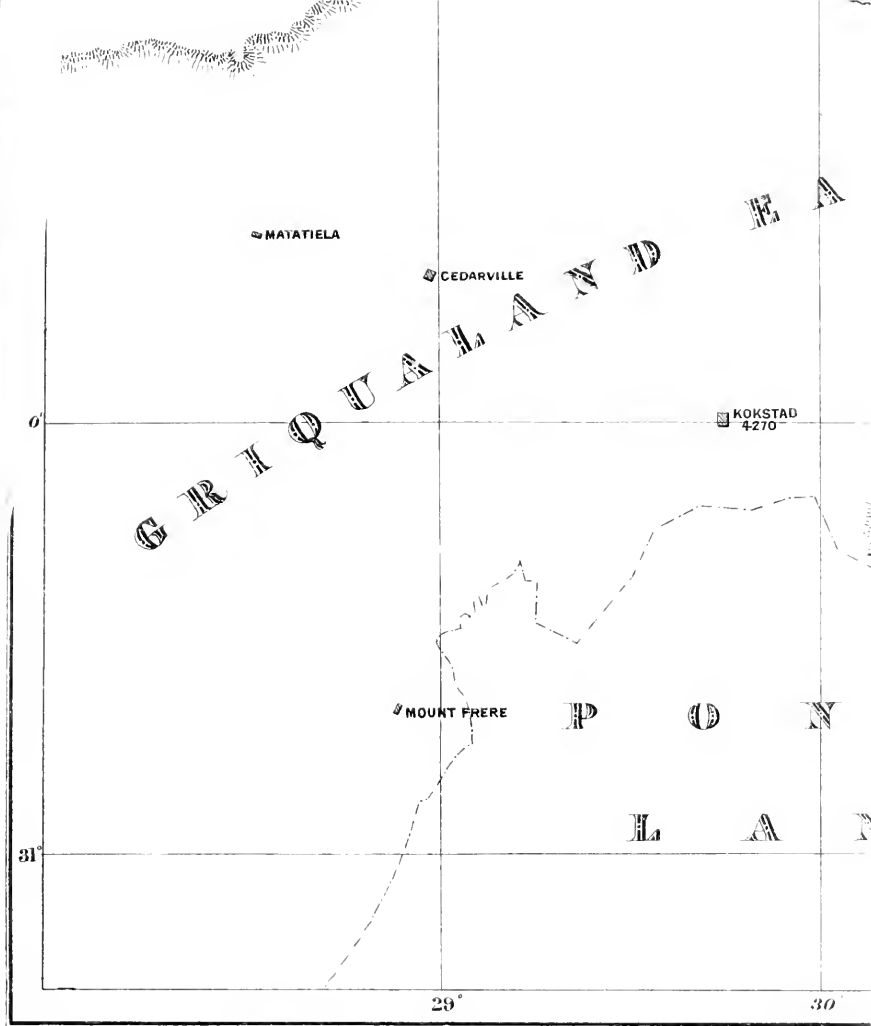
THE Colony of Natal is situated on the south-east coast of Africa, between $27\frac{1}{2}^{\circ}$ and 31° S. Lat. and 29° and $31\frac{1}{2}^{\circ}$ E. Lon. Its area is about 20,000 square miles, equal to 12,800,000 acres, or a square of 142 miles. Its greatest length is 225 miles, and breadth 160 miles. The boundaries are as follows:—West and north-west, the Drakensberg, a towering range of mountains separating it from Basutoland, the Orange Free State, and the South African Republic; on the north-east the Buffalo and Tugela Rivers divide it from Zululand. On the east it is bounded by the sea. The southern frontier runs along the Umtamvuna River to the Ingeli Mountains, thence by a somewhat intricate course to the Upper Umzimkulu, thereby separating the Colony from Pondoland on the south, and Griqualand East on the south-west.

The Physical Geography of Natal is not difficult of description. Starting from the coast, the Colony by a series of almost regular steppes, attains an altitude of about two and a quarter miles above sea level at the Drakensberg, where snow-clad peaks are no uncommon sight. The main rivers traverse the Colony from the Berg to the ocean. The names of these are the Tugela, the Umkomaas, and the Umzimkulu. To and from these great rivers, a countless and almost confusing labyrinth of tributaries and connecting streams, seam the country in every direction, all of them of course trending towards the sea.

Mountain
Ranges.

The mountain system of Natal is one of the most interesting features in the Colony likely to come within the scope of a geographical student.

The Drakensberg, or Kahlamba, ranks first, both by reason of its size, and the fact that it forms the most important and



O R A N G E

F R E E

S T A T E

SOUTH AFRICAN REPUBLIC

1911



RAILWAY ALTITUDINAL & PRODUCTION
 Map of
NATAL
 BY J. FORSYTH MURAM B.E.C.S.



V. 3

MONT AUX SOURCES, DRAPENSBURG

striking feature of the inland frontier. When in the course of our travels, in future sections of this work, we arrive at the mountains, something of their grandeur will be realised. The most prominent points in the range are Champagne Castle or Cathkin Peak, 12,000 feet above sea level. In this vicinity the occurrence of gold has been reported to Government. The next point is Giant's Castle, 11,000 feet; Mont aux Sources also 11,000 feet. Tintwa comes next, with 7,500 feet of altitude; while Amajuba, of tragic memory, the scene of General Colley's defeat and death, ranks last, with an altitude of 7,000 feet.

The Tugela and several other rivers spring from the cliffs of Mont aux Sources, while the Umkomaas begins its career in Giant's Castle.

The terraces or steppes of Natal may be set down as follows:—The first from the sea extends about fourteen miles inland, and attains an elevation of about 1,000 feet. The second, starting from this point, is about twenty miles broad, which brings us at a distance of thirty-four miles from the sea, to an altitude of 2,500 feet. The third terrace, about twenty-five miles in breadth, sweeps to an altitude of 3,700 feet. The fourth, of almost equal breadth, is about 5,000 feet, near the villages of Weston and Estcourt. The next and last, soars to 6,000 feet; while from this grand altitude the majestic peaks already named, lift up their crests "Haze wrapt and distant, crowned by fleecy clouds." Until quite lately, the grandeur of this district could be enjoyed only by the lucky few who possess sufficient leisure and wealth to depart from the main beaten tracks of trade, and to loiter in an ox-wagon through the sublime solitudes where the foot of civilised man had but seldom been set, and where the only signs of life to be met with were the broad-winged eagles or the fleet-footed deer. There are legends of Bushmen (Pygmies), who with poisoned arrows made night raids on travellers' encampments, of hairbreadth escapes, and encounters with lions, associated with the place; while here and there, those who know how to seek out information, can find the spots where in the old days the pioneer whites and the natives decided many a question by appeals to arms. Away up midst the peaks



TUGELA FALLS FROM A DISTANCE OF TEN MILES

of Giant's Castle, there is a spot held sacred by every true Natalian, for there a small party of colonists—sixty in number—held at bay a rebellious mass of natives, five thousand strong, and left on the rocks evidences of their loyalty and courage. Well may those peaks stand “all temple-like and rifted.” But in good time when the drier details of this section are told, and we start fairly off on our travels, such stories may serve to rouse our interest as we sweep through the scenes where were enacted so many dramas of stirring interest.

The next range in order is the Little Drakensberg, which springs from Champagne Castle, and for about thirteen miles sweeps through a realm of mountain and flood, as grandly beautiful as the heart of man can desire. It is while travelling through such scenes as this region presents, that the Briton begins to realise how grand is the African heritage of his Empire, and how well worthy it is of his utmost loyalty and respect.

The third range, named Hlatikulu, diverges from Giant's Castle, and forms the watershed between the Bushman's and the Mooi Rivers. The fourth range is also based on Giant's Castle. It divides into two at an elevation of 7,039 feet above the sea, one chain trending to the north-east, and the other to the south-east. The first-named chain again divides near Mount Arrochar, 5,691 feet above the sea, and Mount West, 5,800 feet, the northerly spur running through Umvoti County, to Fort Buckingham, and the southerly, forming the Karkloof Range, with Mount Gilboa, 5,794 feet. The other, or South-Easterly Range, forms the watershed between the Upper Umgeni on the north, and the Upper Umkomaas and Umsindusi on the south.

The Great and Little Noodsberg, 3,000 and 3,500 feet above sea level, lie south of the Umvoti River in Victoria County; these latter form the longest stretch of silurian sandstone in South Africa. They merge to the southward in the Inanda District, and attain their greatest height at Mount Sargeant.

The Ingeli Mountains are an unattached chain of heights forming the western boundary of Alfred County. They attain an altitude of about 7,000 feet.

There are many mountains not directly attached to ranges, which are well worthy of note. Some of these are of great height and beauty, as for instance, Episweni in the Tugela Valley in Umvoti County, and Tabamhlope or White Mountain, 6,512 feet, near Estcourt. In the deep river valleys, queer fantastic shaped hills are to be seen, some like upturned ships



TUGELA RIVER, SIXTY MILES FROM THE SEA.

others conical, like tents, and others again, with great clefts in them, which are capable of giving scope to the romancer's art.

It would be no difficult matter to imagine some of these lonely and towering ranges, ghoulish, and as full of supernatural wonders as the ancient historians of the land portrayed them in the days when unicorns, amazons, and dwarfs were the supposed occupants of the very region through which commodious saloon carriages are now whirled, and where electric-lighted hotels help to dispel romance by the creation of comfortable fact.

Owing to the configuration of Natal, it is unhappily the case that but two rivers in the country are navigable at all, and those only for a few miles from the coast. The very circumstance which bestows on the Colony its variety of Rivers.

climates, *i.e.* its steppes or terraces, cuts off this cheap and easy means of transport and pleasure.

Of first-class streams there are three, the Tugela, the Umkomaas, and the Umzimkulu. The first-named, which is in the north of the Colony, is the longest and most beautiful. Taking its source in the Drakensberg, as already stated, it leaps with one bound over a cliff 1,800 feet sheer, into the Colony. This grand theatre of Nature is indeed one of the most sublime to be found anywhere in South, East, or Central Africa. While the Zambesi Falls exceed the Tugela by far in volume, they lose in majesty, through their surroundings. The Horse Shoe curve, from which the Tugela springs, is composed of serried mountains, "piled steep over steep." Dark fissures seam the declivities, weird looking trees cut against the soft toned distance, the air is filled with the mystery, the loneliness, and the beauty of Africa—a beauty as distinct, sometimes, from other lands, as light is from darkness, and yet with a charm of its own which must be felt to be appreciated.

"Here lone and wild the crested mountains lift,
High towards the Heavens, their stately pinnacles,
Like ancient temples reared by magic power.
Here midst the whirling clouds fierce lightnings spring,
And hissing through the realms of space, command
Poor puny mortals' reverence and awe."

Leaving the pool at the base of the, yet to be, world-famed precipice, the river sets out on its two hundred mile journey through forest and mountain, krantz and glade. The whole course is one huge panorama of beauty and wealth; for the most part, the latter is only in its initial stages of development. It is yet in the woof of destiny, that this great valley which traverses the Colony from end to end, will be the centre of more than one important industry, such as gold, copper, coal, and asbestos mining, while its fertile alluvial banks produce phenomenal crops of maize, Kafir corn, and many other descriptions of cereals. At sixty miles from the sea, the Tugela is joined by the Buffalo River, where, as will be shown further on, gold mining is in progress, while at the same point,

rich deposits of gypsum have been located. The presence of sulphur and saltpetre is suspected, and it is likely that the pyritic lodes containing gold will also in due course be utilised for the production of sulphuric acid.

The chief tributaries of the Tugela are the Klip, Sunday's, and Buffalo Rivers—the latter of Zulu War fame—from the north. The Mnwe, Umlambonga, the Little Tugela, the Blauw Krantz, Bushman's River, Mooi River, and Inadi from the south. These again have numerous tributaries, such as the Sand River, Inkunzi, Waschbank, Incandu, Ingagane, and the Iugogo. Some of these streams will be encountered further on, when in the course of our travels they have to be described. The next in rotation, proceeding south, is the Umkomaas (gatherer of waters). It also flows through wild and interesting scenery, which here and there becomes more distinctly English and home-like than that of the Tugela. On the whole, however, it retains its quaint African characteristics. Towards the middle and end of its course, its banks are dotted here and there with the cosy homes of settlers, where the wanderer, in the absence of hotels, will meet with a kindly and hospitable welcome.

The Umkomaas also rises in the Berg. Its most important tributaries are the Uzani, the Elands River, and the Umkobenj from the north, and the Inhlaveni and Ixopo from the south. At the mouth of this stream, which enters the sea about thirty miles south of Durban, there is a tidal estuary which forms a seaport suitable for small coasting steamers. The width of the stream at high-water at this point is about one hundred yards, and the depth considerable. There is no doubt that in the future this port will be properly opened, and a regular coasting trade established. The district produces sugar, tea, rum, corn, general farm produce, wagon and carriage wood, hides, horns, cattle, while the manufacture of arrowroot will ere long be established. At the drift, about eight miles from the sea, a punt has been placed by the Government for the convenience of wagon traffic.

The Umzimkulu, still further to the southward, ranks next to the Tugela in size and beauty, and long before it in

usefulness. Port Shepstone, at its mouth, is a commodious harbour calculated in the future to rank with the Cape Colony's port of East London. As the Umzimkulu enters the sea sixty miles south of Durban, it will not interfere with the trade of that port, while at the same time it taps a wide and fertile portion of the Colony. This river drains that part of the Berg lying between the sources of the Umkomaas, and Bushman's Neck. It also forms the boundary between Griqualand East and Natal. Though its scenery is far from



MIDDLE TUGELA FALLS.

Osney

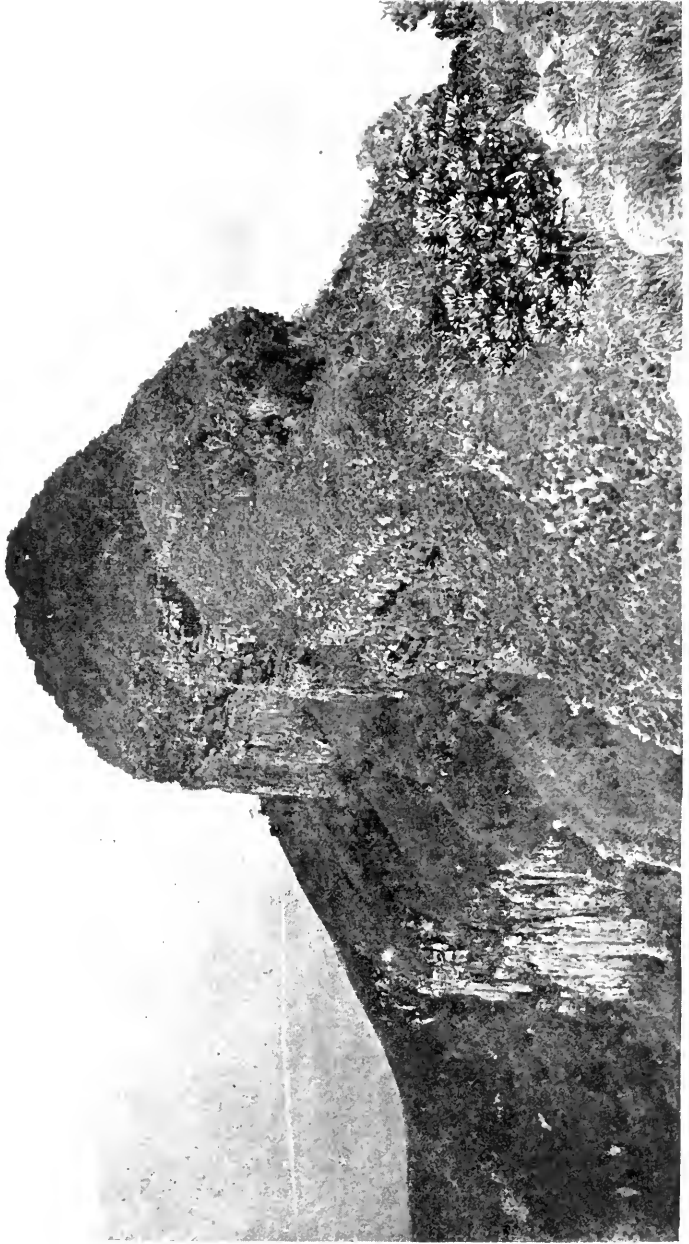
being as striking as that of the Tugela, it is rich in grandeur. Foaming rapids rush through mountain gorges, whose dark forests are the homes of a variety of deer and other wild animals. This region is likely to be heard of by others than sportsmen, for marble deposits of considerable extent occur close to Port Shepstone. A cement manufactory has been established, where a good article is produced; while sugar, coffee, tea, fruit, and many other items of use constitute the cargoes of the coasting steamers which visit it fortnightly. Harbour works of considerable extent have been, and are in progress, with beneficial results on the little bar at the mouth of the Port.

There are five second-class rivers in Natal, viz., the Umvoti, Umgeni, Umlaas, Illovo, and Umtamvuna. Amongst the third-class streams, commencing to count from the northern frontier, are the Sinkwazi, Nonoti, Umhlali, Tongaat, Umhloti, and Great and Small Umhlangas in Victoria County. The Umbilo, Umhlatuzan, flowing into the bay at Durban, the Umbogintwini and Amanzimtoti in Durban County, the Amahlongwa, Umpambanyoni, Umzinto, Ifafa, Umtwalumi, and Umzumbi in Alexandra County, and the Umbizana in Alfred County. The tributaries of these minor streams are far too numerous to particularise here, but from what has been set down, the reader, bearing in mind the size of the Colony, will realise how well watered and fertile it is.

By reason of the fortunate position of Natal on the earth's Climates. surface, it is not only one of the most salubrious countries in the world, but it, as has already been pointed out in a general way, enjoys a scale of climates not often obtainable in one country, and in such a comparatively limited area. Being in the south temperate zone, about 230 miles at its northern point from the tropic of Capricorn, its climates may be described as warm, temperate, sub-tropical, and in some cases, cold.

The steppes, already described, rise from sea level to an altitude of two and a quarter miles above it, in a distance of little more than one hundred miles. The various climates of these steppes are clearly marked and defined, thereby rendering the Colony one of the finest of health resorts. At Pietermaritzburg, the capital, 2,218 feet, the average yearly temperature is about 64° . At rare intervals, during a few days in summer time, the temperature rises as high as 98° , while in winter it sometimes falls as low as 28° . These, however, are occasional extravagances, for as a rule the mean is well maintained. At Durban the average is $69\frac{1}{2}^{\circ}$, and the extremes 98 and 42. The average daily range does not exceed 20 however. In the winter months frost is sometimes seen on the coast lands, even at the sea level. Snow storms occur yearly in the uplands, and, as already stated, snow-clad peaks are no uncommon sight upon the Berg.

The average rainfall at Durban is 40, and at Maritzburg, Kainfall.



Murphy

KRANTZ MOP

38 inches ; the average number of days on which rain falls at Durban is 61, and 58 in Maritzburg. This is of course exclusive of light passing showers. An average of about five inches falls every summer month, and two inches in every winter month. For this reason the summer is called the wet season, and the winter the dry.

Roughly speaking there are only two seasons in Natal, ^{Seasons.} summer and winter. The former commences in October and ends with March. At midsummer the sun rises at five and sets at seven o'clock. At midwinter it rises at seven and sets at five. The spring and autumn are both so short and blended with the other seasons, as to be difficult of recognition.





SECTION III.

PEOPLE, LANGUAGE, GOVERNMENT, AND SETTLEMENTS.

People and
Languages.

THE population of Natal is set down at 45,000 whites, chiefly English, Dutch, and German. Coolies, indentured from India, and free or independent Indians, at 40,000, while the natives are variously estimated at from 450,000 to 500,000.

The English and German settlers devote their energies chiefly to commercial and agricultural pursuits. The Dutch are mainly pastoral and agricultural workers. Most of the English and Germans occupy and cluster round the various towns and villages, while the Dutch affect the more outlying districts of the country.

A most cordial feeling of respect and brotherhood exists between the European and the Dutch or Afrikander colonists. Not only Natal, but all South Africa, owes a deep debt of gratitude to the staunch descendants of the heroic Huguenots; for they lead God-fearing, useful lives, pay their way, and most materially add to the productions of the country by their industry and thrift. As the centres of civilisation expand, and the educational system of the Colony reaches them, they show a disposition to make full use of its benefits. In the uplands, the Dutch language is much used, and while English is of course the official tongue, the Government does all in its power to meet the views of this section of the community, by encouraging the study of the language in the State-aided schools. The English and German sections of the population are in no respect different to their *confrères* in their homelands.

The Indians are taken, generally speaking, from the labouring classes of their own country. There are of course, exceptions, but the bulk, while useful, and in fact almost indispensable as regular, steady labourers, have amongst them a proportion

who produce more crime than the whites collectively. The sale of intoxicating liquors to them, and its prohibition from the natives may account for this. Indian labour was introduced to Natal, because the natives, who are not yet educated up to the necessity of daily toil, were so intermittent and unreliable as workers, as to seriously jeopardise the Colony's agricultural prospects.

In the earlier days, for lack of reliable labour, many an industry was wrecked, and many a failure, as the Insolvency



GROUP OF NATAL ZULUE.

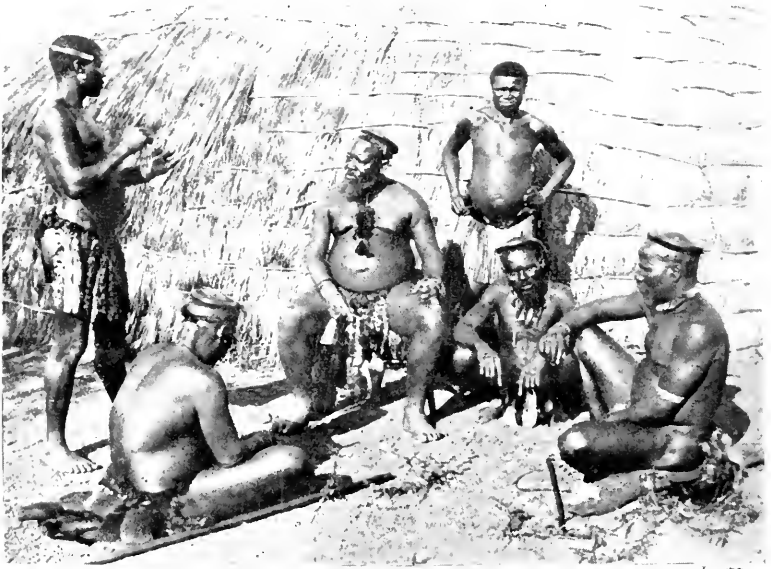
1891

Courts will attest, can be justly laid to this cause. In order to obviate it, contracts were entered into with the Indian Government with a view to the introduction of coolie labour. Much was written against this idea at first, but colonists speedily came to appreciate the advantage of a steady and reliable labour supply. Taken on the whole, the Indians have proved their value, and but little is now urged against them. The Indian population is under the especial care of an official called the "Protector of Indian Immigrants."

It would be superfluous in these pages to do more than

briefly outline the foregoing sections of the people. It may be interesting to state, by way of conclusion, that in 1894, the total deposits in the savings banks amounted to £155,400. This, for so small a population, speaks for itself. The natives claim a more detailed notice, not only because of their numbers, but by reason of the absorbing interest which they naturally possess for every European. Their quaintness and simplicity, combined with their acuteness and shrewdness, is most remarkable.

The student of human character will find in their good nature, curious customs and methods of thought, a theme of the most profound interest. In them, he will discover primitive man, unaltered almost by the innovations of the



A NATIVE CHIEFTAIN HOLDING HIS COURT.

Angon

later centuries. Combined in the most wonderful manner are the vices incidental to humanity, yet strange to say, by codes of their own, with which the white man has had nothing whatever to do, they have established beneficial regulations, the wisdom of which will be at once admitted by the cultivated observer.

In the first place it is necessary to rectify a curiously wrong impression which has got abroad with respect to the aborigines of Natal, if they may be so called. The impression alluded to is that these natives were the original lords of the soil, and that the whites are interlopers, who, by their aggressiveness and land hunger, are preying upon the birthright of the unsophisticated savage.

The fact is, that when the whites first arrived on the scene and established themselves, the natives were broken, defeated, and powerless to further oppose the might of the all conquering Zulus, whose spears had reaped a rich harvest of blood over the now fertile and peaceful hills of Natal. Driven from their homes, unable to plant or reap, they were forced to take refuge in the bush, and it is asserted that on occasions, had recourse to cannibalism in

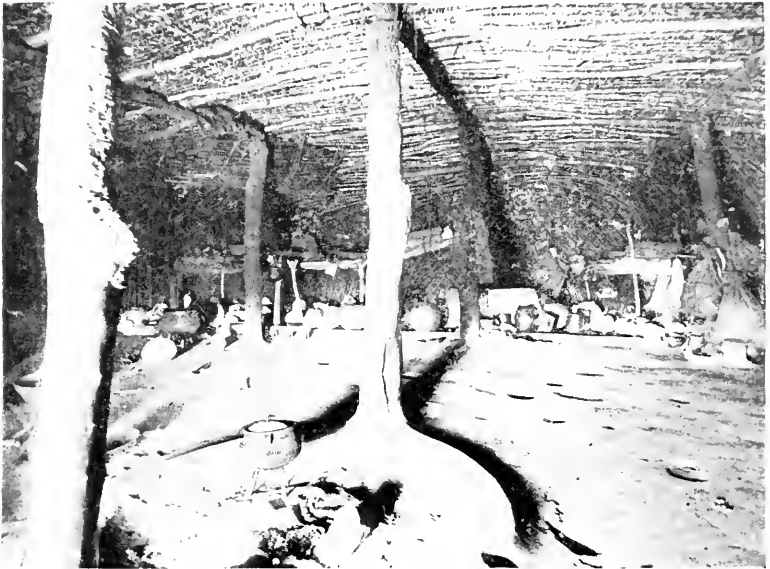


From Gough

NATIVE WITCH DOCTOR.

order to keep life in their miserable, war-ridden bodies. Under the fostering care of the colonists, and protected by treaties made between them and the Zulus, these scattered remnants of a people were gradually formed into tribes. Under the same unwavering care, they have developed and had their numbers augmented by refugees from adjacent states, until they stand at the present time a splendid stalwart nation, loyal to England and to their benefactors, the colonists, law-abiding, and in almost every respect desirable. The exception is, that life comes so easy to them, their wants being few and simple, that they scarcely need to toil for their livelihood. The soil

of the districts of the Colony where they are located is rich. Their clothing consists of the very scantiest garments or skins. They pay a trifling hut tax of fourteen shillings a year only, and can be truly described as a people without care. The annual amount paid by them to the Government, in taxes under the above heading, is £79,489 17s. 5d. In marriage fees they pay about £2,397 10s. per annum. Under the heading of Productions will be found the amount of stock held and land cultivated by them. The total area of land



Ferneyhough

INTERIOR OF NATIVE CHIEFTAIN'S HUT.

occupied by natives in locations is 2,010,040 acres, separated into thirty-seven divisions.

In their domestic life the natives appeal most powerfully to the interest of the European. They are polygamists, and stand at this present juncture of their history in a curious position. Living as they do in the locations, and under the domination of their own chieftains, who are again subject to white magistrates, they follow the old patriarchal style of existence. Regarding women as mere creatures of their

pleasure, it is difficult to make much headway in connection with their conversion to Christianity. Cattle are used by them as currency, and girls are bartered, but in such transactions there is nothing revolting, neither is the liberty of the subject materially interfered with. The transactions are as far removed from slavery as possible; for instance, if an old man possessing wealth, desires to purchase a young girl who happens to have predilections elsewhere, it generally happens that the old man fails. Cases of coercion and oppression do occur, but perhaps not more frequently than amongst European communities. The amount of cattle given for a wife ranges, according to her station in life, from six to fifty head—the usual number is about fifteen. As a natural concomitant of barbarism (good natured and bloodless though it is) there is much superstition extant. The Natal Zulu believes in witchcraft, prophesy, love philtres, and such like. He is firmly fixed in his mind that the witch doctors and sangomas (female diviners) have power to bring rain, to trace spells of witchcraft, to heal by incantation, and to perform sundry other wonders and miracles. In his mythology he has as curious a collection of spirits as ever had the old English, Irish and Scotch. The inswelaboya (hairless one) is of these, and no end of mischief and terror are caused by his supposed ravages. The mahlosi, or guardian spirits of the dead, are supposed to enter the bodies of green mambas (a kind of snake). These reptiles take refuge in the weed-grown fences of the



Middlebrook

NATIVE FROM SOUTHERN DISTRICT.

kraals or villages, and are regarded as sacred. Now and again sacrifices of flesh are offered to the reputed guardians. At harvest times, the natives have a feast of first fruits, when numbers of maidens, decked with flowers, cast offerings



TYPE OF NATIVE WOMAN.

Cuny

into the river, dedicating them to the Inkosizana (chieftainess). This custom bears some analogy to the ancient festival in connection with "Ceres." Many other instances of their superstition might be given, but enough has been outlined to indicate the interest of the subject. The natives dwell in bee-hive huts, which are built in circles, the central portion of each kraal or village being occupied by their cattle. They are not great as workers of metal, but show an instinctive talent for wood and

bone carving, mat making, tanning and pottery. Some of their necessary household utensils display considerable artistic merit. They make good soldiers and policemen, having a keen sense of the necessity of discipline. During the Zulu War, they were on more than one occasion distinguished for bravery in battle, when they ranged themselves with the whites against their own kinsmen.

The language of the natives is a beautiful and musical one, with the peculiarity that every word either begins or ends with a vowel. The result is euphonious, and the language may be regarded as the parent aboriginal one of South, East, and Central Africa.

Roman-Dutch Law is the recognised code for the Europeans ^{Laws.} of the country, while English precedent is often quoted in the Courts. A special code of laws has been carefully compiled for the natives, it being necessary to place them in many respects upon a different footing to the other sections of the community.

This latter code, while unique in many particulars, is so wisely conceived, that it completely meets the requirements of the natives, and at the same time maintains an absolute security to life and property.

Indian immigrants are introduced into Natal under special laws and regulations for their protection, and for securing the proper carrying out of the indentures executed in India.

The laws are administered by three judges, who visit in turn each circuit of the Colony, and sit as a Supreme Court at stated intervals.

The inferior Courts are presided over by magistrates and administrators of native law.

On the 20th July, 1893, Natal was constituted a Self-^{Government.} governing Colony, with Upper and Lower Houses of Parliament. The Legislative Council, as the Upper House is termed, consists of eleven members chosen by the Governor in Council. Five of these members must belong to Durban, Victoria, Alexandra, and Alfred Counties; three to Pietermaritzburg and Umvoti Counties, and three to Weenen and Klip River Counties. Not more than two members may be chosen from the same county. The Governor appoints one of the eleven members as President of the Council. The Lower House, or Legislative Assembly, consists of thirty-seven members, chosen by election of the people. Any person who is a qualified elector may become a member of the Legislative Assembly. Electors are men over twenty-one years of age, who possess property to the value of £50, or who rent property of not less than £10 per annum. Lodgers who have resided for three years in the Colony, and have incomes of not less than £96 per year, are also qualified electors.

Every Legislative Assembly exists for four years. All

NATAL'S FIRST MINISTRY.



Robertson, Maritzburg

The Hon. J. K. Murray,
M.L.A.

The Hon. Sir John Robinson,
K.C.M.G., M.L.A.

The Hon. G. M. Sutton,
M.L.C.

The Hon. Harry Escombe, Q.C., M.L.A.

The Hon. F. R. Moor, M.L.A.

Bills dealing with the revenue or expenditure of the Colony must originate in the Legislative Assembly. The Upper House may accept or reject any Financial Bill passed by the Legislative Assembly, but may not alter it. A sum not exceeding £21,700 is payable yearly to the Imperial Government by the Colony. £10,000 of this amount is set apart for the promotion of the welfare and education of the natives. The rest is devoted to the payment of official salaries and pensions. The Governor names such offices as he thinks fit, not being more than six in number, to be "Political Offices." The Governor further appoints Ministers to hold these offices during Her Majesty's pleasure, or until the Ministry ceases to command a majority of supporters in the Parliament. Every Minister must be a member of the Legislative Council or of the Legislative Assembly, but not more than two Ministers may be members of the Legislative Council. A Minister may sit and speak in both Houses, but he may vote only in the House of which he is a member. In Natal there are five officers forming the Cabinet, as follows:—first, Premier, Colonial Secretary and Minister of Education; second, Attorney-General; third, Colonial Treasurer; fourth, Secretary for Native Affairs; and fifth, Minister of Lands and Works. The first Ministry under Natal's new form of government is The Hon. Sir John Robinson, K.C.M.G., M.L.A., Premier, Colonial Secretary, and Minister of Education; The Hon. Mr. Harry Escombe, Q.C., M.L.A., Attorney-General; The Hon. Mr. G. M. Sutton, M.L.C., Colonial Treasurer; The Hon. Mr. F. R. Moor, M.L.A., Secretary for Native Affairs; and The Hon. Mr. T. K. Murray, M.L.A., Minister of Lands and Works.

The Hon. Mr. J. T. Polkinghorne has been appointed President of the Legislative Council, and the Hon. Mr. H. E. Stainbank was elected the Speaker of the Legislative Assembly.

Mr. Walter Peace, C.M.G., for many years Emigration Agent in London for the Colony, has recently been appointed Agent-General. Those who contemplate settling in Natal, would do well to make a point of calling on him prior to their departure from England.

Being himself a colonist of many years' standing, and having a large experience of the country, a few words of advice from him might save much inconvenience.

The Hon. Sir Walter Francis Hely-Hutchinson, K.C.M.G., assumed the office of Governor in 1893, and was the first representative of Her Majesty appointed to Natal under the form of Responsible Government.

The following is a complete list of the Governors of Natal since its establishment as a Colony:—

MARTIN WEST	...	...	Lieutenant-Governor	1845
BENJAMIN C. C. PINE	...	..	..	1850
JOHN SCOTT	...	..	..	1856
J. MACLEAN	...	..	..	1864
ROBERT W. KEATE	...	..	..	1867
ANTHONY MUSGRAVE	...	..	..	1872
SIR BENJAMIN C. C. PINE	..	..	..	1873
SIR HENRY E. BULWER	...	...	Governor	1875
SIR GARNET J. WOLSELEY	...	..	..	1880
SIR GEORGE POMEROY COLLEV	...	..	..	1880
SIR HENRY E. BULWER	...	..	..	1882
SIR ARTHUR E. HAVELOCK	...	..	..	1886
SIR CHARLES B. H. MITCHELL	...	..	..	1889
THE HON. SIR WALTER F. HELY-HUTCHINSON	...	..	..	1893

Divisions and Settlements. Natal is divided into eight counties, four on the coast and four inland. Counting from south to north, the coast counties are Alfred, Alexandra, Durban, and Victoria. Those inland are Pietermaritzburg, Umvoti, Weenen, and Klip River.

The climates of the four coast counties are entirely different from those inland. These counties, again, are divided into districts, each of which is under a magistrate. Alfred County has one village only, named Harding, while at Port Shepstone a sea-side settlement is springing up.

Near the Umzimkulu, 7,000 acres of land under the name of Marburg have been set aside as a settlement. It is occupied by thirty Norwegian families. Alexandra County lies between the Lower Umzimkulu and the Lower Umkomaas. It also has only one village named Umzinto. Durban County



Robertson, Macintosh

THE HON. SIR WALTER FRANCIS HELY-HUTCHINSON, K.C.M.G.,
GOVERNOR OF NATAL AND ZULULAND

commences at the Lower Umkomaas and ends at the Lower Umgeni. It contains one town, Durban, and five villages, Pinetown, Bellair, Umgeni, Isipingo, and Sydenham. The borough of Durban covers 6,000 acres of land. Victoria County extends from the Umgeni to the Tugela. It has four villages named Verulam, Victoria, Umlhali, and Stanger.

Pietermaritzburg County contains 5,000 square miles. It has one town, Pietermaritzburg, and twelve villages, Richmond, Byrne, Stuartstown, Howick, Lidgetton, York, Camperdown, New Hanover, Kirchdorf, Edendale, Nottingham, and Bulwer. Umvoti County, which lies between Weenen and Victoria Counties, is bounded on the north by the Tugela River. It has two important villages or towns, Greytown, about its centre, and Hermannsburg, about fifteen miles to the eastward of Greytown.

Weenen County is bounded on the north by the Tugela River, on the east by Umvoti, on the south-east and south by Pietermaritzburg County, and on the south-west by Basutoland. It has four villages, Estcourt, Weenen, Colenso, and Weston. Klip River County forms the northern apex of the Colony. It is bounded on the east by the Buffalo River, and on the west by the Drakensberg. Its towns are Ladysmith, Newcastle, Charlestown, Dundee, and Pomeroy. These counties and settlements are linked together by over 3,000 miles of highways, and $376\frac{1}{2}$ miles of railway. Telegraph wires connect all the centres of the Colony with each other, and with the rest of South Africa. Two submarine cables afford the means of communication with the outside world.

The following list of South African journals may be of interest, as it goes to prove how thoroughly alive the country is to the value of the press. It will be noted that Natal proves her progressiveness by heading the list of dailies in proportion to the population.

“South Africa has 102 newspapers, distributed as follows:—Cape Colony, 60; South African Republic, 23; Natal, 7; Rhodesia, 5; Orange Free State, 4; British Bechuanaland, 2; Delagoa Bay, 1. Of these, 14 are dailies, the South African Republic heading the list with 6; Natal coming next with 4;

the Cape Colony 3, and the Orange Free State 1. Of tri-weeklies there are 8, all in the Cape Colony. There are 18 bi-weeklies (Cape Colony 11, South African Republic 4, Orange Free State 2, and Natal 1); weeklies 59 (Cape Colony 35, South African Republic 13, Rhodesia 5, Natal 2, British Bechuanaland 2, Orange Free State 1, Delagoa Bay 1); bi-monthlies 3, all published in the Cape Colony. In proportion to the European inhabitants, Rhodesia has the most newspapers and the Orange Free State the least, the latter having only one paper to every 20,000 inhabitants. The Cape Colony and the South African Republic are about equal, having one paper to about every 6,000 inhabitants. Natal, with its four dailies, easily heads the list of daily newspapers in proportion to population, the South African Republic coming next, the Free State third, and the Cape Colony fourth.

“Coming to the language of publication, we find that out of the 104 newspapers published in South Africa, 61, or almost exactly 60 per cent., are English, including all the dailies but one (the *Volksstem*, which has just commenced its daily issue). The Cape Colony has 33 purely English newspapers, the South African Republic 14, Natal 6, Rhodesia 5, British Bechuanaland 2, the Free State 1. Of purely Dutch newspapers there are 17 (or over 16 per cent. of the whole), distributed as follows:—Cape Colony, 9; South African Republic, 5; Orange Free State, 2; Natal, 1. The bi-lingual papers number 24, viz.:—Cape Colony, 17; South African Republic, 5; Orange Free State, 1; Delagoa Bay, 1. Of these, one, *Imvo*, is published in Kafir and English, and another, *O Futuro*, in Portuguese and English. There is also a German weekly newspaper published in Cape Town.”

The subject of Education has received constant and unremitting care and attention from Government. Educa-
tion.

Until the 1st January, 1878, this important department was under the immediate control of the Governor in Council, whose chief executive officer was the Superintendent of Education. From that date a Council of Education was appointed, and continued in office for sixteen and a half years. By the promulgation of Law 5 = 1894, the Council was abolished,

and the functions of the department vested in a Minister of Education.

When the Council was appointed, the annual attendance of children at all Government and aided schools was 2,501, and the annual expenditure about £8,800. In 1894 the number of European children regularly attending schools was 7,139, of which, 3,876 were boys, and 3,263 girls. Of native schools, the attendance was 5,064, and Indians 2,600, while the expenditure was £31,000 for Europeans, £6,000 for natives, and £1,800 for Indians, making a total of £38,000.

At present the chief executive office is held by Mr. Robert Russell, as Superintendent Inspector of Education, assisted by four inspectors and a secretary.

A scheme for aiding farm-house schools was established in 1887. In the following year there was only one examination centre. In 1889 there were thirteen centres, with a total of 133 pupils, and in 1894 there were seventy centres and 1,141 pupils.

A sum of £3 is paid to parents on behalf of every child who resides at least five miles from a Government or aided school, and is found on examination to have been properly taught during the preceding twelve months. Examination centres are formed at any place where no fewer than ten children can be got together. The Superintendent Inspector reports that the system is working well.

In the Colony there are altogether 262 European schools, and 90 for natives. The former comprise 15 Government schools, 45 fixed aided schools, and 202 farm-house schools. The grants to the native schools during the year 1894, amounted to £4,440 6s. 6d. The natives themselves spent on the schools a further sum of £312 18s. 3d., and the missionaries contributed directly, £693 19s.

As shown elsewhere throughout this volume, there are numerous high-class educational institutions such as the colleges at Maritzburg, Weston, Hilton, Hermannsburg, and elsewhere; while in the two main centres, Maritzburg and Durban, Young Ladies' Collegiate Schools, Academies, Government High, and Model Primary Schools and many

other such establishments, most amply provide for the scholastic requirements of the Colony.

Natal's Volunteers have a stirring and interesting history, ^{Volunteers.} as the forces of the Colony were the first on record throughout the British Empire, to take part as regularly appointed troops against an enemy. On more than one occasion they have gained distinction, and are now most markedly efficient in every particular, both as regards drill, marksmanship, and every other soldierly requirement.

Colonel J. G. Dartnell, C.M.G., late of the 27th Regiment, is the commandant, and much of the success which has attended the career of this force, is to be attributed to his tract and skill.

The total strength of the force is 1,592 men, made up as follows:—Cavalry 961, Naval Volunteers 95, Field Artillery 82, and Infantry 454.

Since the establishment of Responsible Government, a ^{Police.} reconstruction of the Police system has been brought about throughout the Colony by the consolidation of the various forces. Over 100 stations have been established in different parts of the country, and the force, as it now stands, is an efficient protection, and at the same time acts beneficially in the suppression of crime. It is under the command of Colonel Dartnell, as Chief Commissioner.





SECTION IV.

FINANCE, COMMERCE, INDUSTRIES, PRODUCTIONS, STOCK.

Finance. **T**HE existing Public Debt of Natal is £8,060,354, against which there was at the end of the financial year (1894) an accumulated Sinking Fund of £244,376. By far the greater part of the first-named sum has been expended on Public Works of a reproductive and permanent nature.

Under the heading of Railways, as is shown in the section dealing with that subject, there are 376 $\frac{1}{4}$ miles of line completed within the Colony, and before these pages see the light, the remaining 2 $\frac{3}{4}$ miles—being the distance between Charlestown and the Border—will have been opened.

The next public work of great importance in the Colony is that of Harbour improvements. These latter works have formed the theme for much controversy, but the fact remains that a comparison of the condition of the Harbour, as it is to-day, with its facilities ten years ago, will reveal a vast advance. The Colony is now provided with a service of tugs, dredgers, wharfage, and other accommodation of a most efficient description.

Of Roads, Bridges, and Public Buildings, it can be said with truth that the Colony is in no respect behind-hand. Considering the size of the country, and the number of its population, it is something to be able to state that of roads, over 4,000 miles are open and kept in repair. This, in a hilly and mountainous land, is a good record.

Nearly all the important rivers are well and strongly bridged, both for road and rail traffic.

Of Telegraphs, there are 2,110 miles of wire in constant use, while Crown Lands, amounting to about 1,380,000 acres, valued at 10s. per acre, still remain unsold. This valuation is decidedly under the mark, as the 1,450,000 acres which have been sold since 1880 have realised a higher average than the upset price of 10s. per acre.

Under the heading of Public Buildings, there has been a considerable amount of expenditure in order to provide suitable accommodation for magistrates, post and telegraph offices, and all other necessary Government buildings.

Large areas of the Colony have been alienated from the Government, and are vested in trusts for the natives. These are named Location and Mission Reserve lands.

Many other important assets, either directly productive or indirectly bearing on the revenue, might be mentioned, but enough has been outlined to indicate the solid position of the country from a financial point of view.

In order to understand the value of the Railway as an earning power, it is necessary to refer to the statistical table incorporated with the section devoted to the history and description of the line. There it is shown that in the year 1889, before the Cape system had achieved its connection with the Transvaal trade centres, the earnings, with only 225 miles of line open, were £2,378 18s. 9d. per mile, with an expenditure of £1,334 8s. 8d. per mile, thereby leaving a profit on each mile of £1,044 10s. 1d.; or a grand total of earnings for the year amounting to £535,260 18s. 9d., with a total profit of £235,013 8s. 9d. This on an invested capital, then amounting to £3,000,000 sterling, goes far to prove that the geographical position of Natal constitutes her the most natural and the best trade route to the Transvaal Gold Fields.

Owing to the diversion of trade, caused by the completion of the Cape Railway System, Natal's commanding position was temporarily discounted; and in 1893, with 399 miles of line open, the earnings were reduced to £1,044 2s. 11d. per mile. It was only owing to prudential management and rigid economy on the part of the railway authorities, that the Colony was not plunged into additional taxation.

The extent of the economy practised will be understood when it is stated that the expense of working the line was reduced from £1,334 8s. 8d. per mile in 1889, to £686 7s. 9d. in 1893; and yet a high standard of working capacity was maintained. It is perfectly safe to predict that with the completion of the Natal line to Johannesburg, and the consequent restoration of her previous advantages, the balance of trade will once more attain its former dimensions.

Statistics in connection with the revenue and expenditure of Natal, from the years 1859 to 1894, form an interesting object lesson on the progress of a new land. In reading those figures, it must always be remembered that from the first-named year till 1870, the Colony was more or less hampered by peculiar circumstances. From 1870 till about 1886, the discovery of gold and diamonds in neighbouring states imparted a fillip to the industries of the people. From 1886 to the present time, a new epoch may be said to have commenced, as the following lists will show:—

REVENUE AND EXPENDITURE FROM 1859 TO JUNE 30, 1894.

REVENUE.				EXPENDITURE.			
		£	s. d.			£	s. d.
1859	...	50,082	19 4	1859	...	47,128	9 2
1860	...	77,480	8 2	1860	...	73,002	8 10
1861	...	107,465	6 9	1861	...	113,460	3 9
1862	...	98,086	6 3	1862	...	83,886	2 6
1863	...	119,042	5 0	1863	...	94,033	16 10
1864	...	151,049	9 10	1864	...	137,979	16 11
1865	...	118,146	15 4	1865	...	160,153	8 10
1866	...	94,884	13 9	1866	...	126,067	18 7
1867	...	96,780	18 11	1867	...	118,328	13 3
1868	...	95,762	1 11	1868	...	117,255	11 5
1869	...	111,231	19 7	1869	...	108,406	10 4
1870	...	126,293	3 0	1870	...	117,009	16 8
1871	...	125,628	6 6	1871	...	118,657	1 3
1872	...	180,498	12 7	1872	...	132,978	3 5
1873	...	207,392	1 9	1873	...	173,277	15 11
1874	...	247,259	5 10	1874	...	306,364	14 0
1875	...	260,271	8 2	1875	...	307,025	14 2
1876	...	265,551	15 4	1876	...	261,933	17 4
1877	...	272,473	12 10	1877	...	283,823	12 8
1878	...	369,383	16 10	1878	...	*387,067	13 1
1879	...	473,478	1 6	1879	...	491,909	19 6
1880	...	582,715	1 0	1880	...	477,100	15 5
1881	...	439,583	2 1	1881	...	394,854	6 1
1882	...	657,737	13 9	1882	...	659,030	19 3
1883	...	620,496	10 8	1883	...	697,264	10 3
1884	...	610,936	18 9	1884	...	707,527	18 3
1885	...	662,915	0 4	1885	...	774,158	19 0
1886	...	600,177	17 0	1886	...	717,414	12 10
1887	...	924,840	13 4	1887	...	689,572	17 0
1888	...	990,614	0 0	1888	...	781,471	13 0
1889-90	...	1,507,788	9 6	1889-90	...	1,444,963	18 3
1890-91	...	1,318,769	1 0	1890-91	...	1,393,895	13 2
1891-92	...	1,392,455	5 5	1891-92	...	1,280,964	15 8
1892-93	...	1,069,678	6 2	1892-93	...	1,099,858	7 7
1893-94	...	1,011,116	18 5	1893-94	...	1,082,373	1 8

* Plus £47,564 13s. 6d. under Public Works Loan for 1878.

ACCOUNT OF SHIPPING AND TRADE OF THE COLONY,
FROM 1883 TO 30TH JUNE, 1893.

Years.	Shipping in tons.		Value of Imports.	Customs Revenue.	Value of Exports.
	Inwards.	Outwards.			
1883	232,097	231,892	£1,751,107	£221,044	£731,809
1884	210,181	212,604	1,675,850	161,476	831,747
1885	195,260	193,143	1,518,557	179,907	957,918
1886	196,651	196,183	1,331,115	140,401	960,290
1887	235,485	231,306	2,263,920	231,411	1,056,959
1888	364,820	362,237	2,890,468	290,084	1,417,871
1889	439,910	431,216	4,527,015	369,461	1,656,318
1890-91	498,310	494,142	3,620,809	273,028	1,218,413
1891-92	565,424	563,176	3,690,734	300,103	1,377,085
1892-93	599,272	593,430	2,456,562	215,631	1,370,335
1893-94	647,409	654,648	2,171,322	190,542	1,184,650

The imports for 1894 were £2,316,596, much of this being Commercé. for adjacent states. The exports totalled £1,197,611, of which £435,566 were non-colonial, £222,750 being the value of raw gold. Colonial exports to the value of £762,045 make up the balance. These latter figures, however, do not fully represent the total export of Colonial manufactures, as no Blue Book returns are made of articles of local production exported to the interior states. Some idea of the volume of this trade may be obtained from the fact that during the last six months of 1894, 6,624,333 lbs. of Natal sugar, valued at £38,580, are recorded on the Transvaal Customs lists as having passed through. Taking this amount as a basis, the sum of £77,160 is the total value of one year's overberg export trade in this article alone. Tea, tanned leather, fruit and vegetables, wood, distilled spirits, and many minor productions also figure largely on the returns.

It was not possible to obtain within a reasonable time detailed statistics from the Orange Free State, Zululand, and

Pondoland, but it may safely be assumed that the total amount of the interior export trade, if added to the sum already mentioned for Colonial exports, would very materially augment it.

Indus-
tries.

Passing from this phase of the subject to that of manufactures, mines, etc., Natal, considering her area and population, stands fairly well. There are in the Colony thirty-nine sugar mills, eleven distilleries, sixty-four grist mills, sixteen saw mills, fifteen aerated water factories, nineteen wagon-making establishments, two wood turning machines, fifteen brick works, one brewery, one arrowroot mill, three tanneries, five preserve factories, two wattle-bark cutting machines, four tea factories, one cotton machine, three bone-crushing machines, one woollen factory, one rice mill, two iron foundries, four gold mines, twelve coal mines, two lime works, one marble quarry, three wool washing mills, two potteries and tile factories, and one ham and bacon curing factory.

Produc-
tions.

Of productions there is a wide range, as will be shown in the descriptive sections of this work. This subject alone would be sufficient to warrant the compilation of a volume to itself. In dealing with it, it is necessary to bear in mind that the Colony stands but on the threshold of her store-house. The superficial thinker and writer is too apt to judge of the possibilities of the country's future, by its past. This is so manifestly wrong as to require but little comment. Nevertheless, before approaching a theme which is as interesting as vital, it is necessary to point out the heavy disabilities which have had either to be removed or lived down before the resources of the land could be grasped and utilised commercially. In the introduction it has been stated that almost until the present day savage states on the frontiers of the Colony have stagnated in a great measure the efforts of those by whose toil market and other centres might have been created. For purposes of mutual protection the bulk of the farmers clustered round the two main towns, while wide stretches of fertile outlying lands lay fallow. With the limited local consumption and extensive importing facilities, manufactories of raw local material were heavily handicapped. The few who had enterprise sufficient were for the most part not

only inexperienced, but devoid of capital. The result was what might have been expected. One by one, industries were taken up and abandoned from no fault of the country, the productions or the people. Coffee, arrowroot, eucalyptus oil, tanning, and many other industries were for a time shelved, to be recommenced later on, under more favourable auspices. To-day some of these abandoned industries are in full swing, but with what a difference! Skilled labour, efficient machinery, increased purchasing power, a peaceably settled country, and a wider field of operations, combined with rapid means of communication provided by the railway system, have placed success within the grasp of those who have sufficient energy to attain it.

The total amount of land under tillage in the Colony of Natal is somewhat difficult to estimate. As near as can be ascertained, 320,000 acres are more or less productive. This, of course, is exclusive of land used for grazing and wool producing purposes. Of this total area the whites cultivate, in a close and systematic manner, 81,274 acres, while the natives are roughly estimated to till, in a desultory and spasmodic fashion, about 238,726 acres, the most of which is under maize and Kafir corn. Sugar cane ranks next as a leading crop, 36,000 acres being approximately the amount under it. The total average yield from this, taking all classes of crops into consideration, is one and a quarter tons per acre, approximately. This, with a value of £15 per ton, is equal to an annual sum of £675,000. The price, of course, fluctuates, but the above may be taken as a fair average.

Comparatively few people are aware of the past and present progress of the Natal sugar industry. In order that the Colony may become possessed of some authentic information on the subject, a reliable authority has been consulted, and the following valuable statistics obtained. The figures given are up to the end of 1893, and have been carefully compiled. They are deserving of a close study on the part of those interested in the development of local industry.

EXPORT OF SUGAR *BY SELL* FROM THE COLONY OF NATAL.
ANNUAL AND QUINQUENNIAL RETURNS.

YEAR. (Jan. to Dec.)	Quantity in Tons.		Declared Value.		Average value per Ton.	
	Annual.	Quinquennial	Annual.	Quinquennial	Annual.	Quinquennial
1854	Cwts. 2		£ 2		£20 0 0	} £38 12 4
5	13		19		29 4 7	
6	227		83		43 18 2	
7	Tons 40		(?) 2, 08		50 4 0	
8	113	165	3,860	6,372	34 3 2	
9	289		8,006		27 14 0	} £24 3 10
1860	1,218		32,005		26 5 6	
1	764		19,415		25 8 2	
2	845		21,178		25 1 3	
3	1,297	4,413	26,153	106,757	20 3 3	
4	4,158		94,208		22 13 1	} £20 11 9
5	3,709		76,356		20 11 8	
6	3,253		66,191		20 7 0	
7	3,553		70,948		19 19 4	
8	4,663	19,336	90,387	398,090	19 7 8	
9	7,476		145,711		19 9 9	} £21 1 9
1870	5,328		111,023		20 16 9	
1	8,741		180,496		20 13 0	
2	7,096		153,855		21 13 7	
3	7,065	35,706	161,840	752,925	22 18 1	
4	6,833		159,078		23 5 7	} £20 8 0
5	7,775		169,815		21 16 10	
6	7,574		135,201		17 17 0	
7	9,108		184,788		20 5 9	
8	7,428	38,718	141,077	789,959	18 19 11	
9	3,010		56,958		18 18 5	} £19 5 3
1880	11,706		215,191		18 7 8	
1	8,589		172,237		20 1 1	
2	4,140		84,668		20 9 0	
3	6,356	33,801	122,084	651,138	19 4 1	
4	11,785		185,131		15 14 2	} £13 10 7
5	11,290		144,064		12 15 2	
6	7,660		100,500		13 2 5	
7	8,882		114,079		12 16 10	
8	5,887	45,504	71,912	615,686	12 4 3	
9	6,985		93,990		13 9 1	} £13 6 6
1890	1,472		18,491		12 11 2	
1	1,842		23,156		12 11 5	
2	9,721		119,461		12 5 9	
3	6,321	26,341	95,943	351,041	15 3 6	
		Tons 203,984		£3,671,968	= pr. ton	£18 0 0¼

TOTAL PRODUCTION TO END OF 1893.

	Tons.	£
Exports by sea, as shown by above table ...	203,984	3,671,968
One-third more, for Natal and overberg consumption	67,994	1,223,989
Total estimated production to end of 1893	271,978	4,895,957
Rum exported gallons	1,275,488	59,772
Rum on which excise paid „	1,678,180	83,909
Molasses... .. cwt.	33,132	6,698
Total estimated value		5,046,336
Excise duty received on Rum, in the period ...		377,590
Grand total of money value		£5,423,926

A few explanatory notes may be added with respect to the above table of exports of sugar by sea.

The annual figures shown do not, of course, represent quantities of successive annual crops. The crushing season usually begins about July, and ends about January; so that export returns for the last half of one year and the first half of the following one would more nearly approximate the quantity of each crop, allowance being added for local and overberg consumption. The return, however, taken as a whole, gives, in a condensed form, as nearly as possible, a correct idea of the progress of the industry from its commencement up to the end of last year.

Abnormally low figures, such as those for 1879, 1882, and 1890, indicate short crops and dry years, but those for 1891 simply mean that export overberg greatly exceeded that "over sea." The estimate added of one-third to the quantity exported by sea, as representing the Natal and Overberg trade, is a low one. For some years the actual proportion has been much higher, but one-third is regarded by our authority as representing a fair average for the period under review. The chief lesson to be learnt from the above tables is that since its commencement the industry has produced nearly 300,000 tons of sugar, representing a monetary value of over £5,400,000.

THE 1893-94 CROP.

The actual total output of our sugar factories, crop by crop, in the absence of official means of ascertaining it, can only be arrived at by those well informed on the subject. The crop, 1888-89, was thus computed at 18,000 tons. Crop 1889-90, and crop 1890-91, especially the latter, fell much short of that quantity, on account of dry seasons; but a succession of good seasons, and the growing up-country demand, have since given stimulus to production; and the last crop reaped—that for 1893-94—has given the large total of 21,000 tons, the best on record. The doubling of this output in a few years' time, which is conceived to be practicable, existing conditions remaining materially unchanged, would mean an ample supply of sugar for the whole of South Africa.

Tea follows, with an acreage of 2,400. The estimated return for the year 1894-95 will be 800,000 lbs.

It should not be forgotten that a large proportion of the acreage described as being under plant is not yet bearing, as the industry is but young. Were the whole area to be picked at once its yield would be 1,250,000 lbs., which, at the low valuation of 9d. per lb., would give a total sum of £46,875.

A very large area of land has recently been planted with wattle trees, and last year 40,485 packages of bark were exported, with a value of £12,569. Following these, tobacco, cereals, vegetables and other minor products are in evidence.

The next item of importance is wool, of which 17,794,942 lbs. were exported, with a value of £440,155.

It has been asserted that much of the wool shipped from Natal ought not to appear on the export lists as a local product, but it should be borne in mind that many of the wool producers in the Orange Free State and Transvaal, own large tracts of land in the Colony, live half their time in it, exercise the rights of franchise in it, and graze their sheep throughout the uplands. For these reasons, although certain of the individuals are nominally of the sister Republics, they may justly be regarded as Natal farmers, and it therefore

naturally follows that the wool produced by them and exported through Durban should be reckoned as the Colony's legitimate trade.

Coal comes next on the list. The total output during 1894 was 141,009 tons. Of this 62,755 tons were exported, 32,843 tons were consumed by the Natal Government Railways, leaving a balance of 45,411 tons for local use.

Hides and skins constitute a fluctuating, but yet important item. In 1894, 204,092 ox and cow hides left Natal, with a value of £31,864, while calf, sheep, and goat skins, to the number of 397,506, valued at £16,585, appear in the Export lists.

Angora hair also forms a large item; 516,054 lbs., valued at £23,804, were sent away during the year 1894.

Many other productions might be mentioned, but enough has been set down to indicate something of the scope and nature of the Colony's capabilities.

In connection with Stock it is somewhat difficult to give ^{Stock.} more than an approximate number. According to the Blue Books, the Europeans and Afrikanders of Natal own, of horned cattle, 205,542; Angora goats, 66,395; ordinary goats, 5,256; sheep, 923,977 permanently located in the country; horses, 26,492; pigs, 14,539; mules, 1,486. The natives of Natal are estimated to own, of horned cattle, 518,578; goats, 280,908; horses, 38,084; pigs, 31,857; sheep, 21,075. Being an agricultural and pastoral race, whose principal articles of diet are maize, Kafir corn, milk and beef, they have a considerable annual production to cover local consumption.

If the volume of this could be accurately ascertained, it would tend to prove that Natal is one of the most marvellously productive and fertile countries in South Africa.

Much might be written on Natal's neglected or undeveloped industries. To skilled handicraftsmen and workers, vast scope is offered in fibre and silk culture alone.

No less than four well-known varieties of fibrous plants flourish in the Colony. Of these, sisal hemp promises to become an important article. *Cannabis sativa* is the next. This grows wild, and is extensively used by the natives in

the interior for bow strings. Of China grass, there are no less than four useful varieties, which flourish throughout the mid and uplands. It matures in four months, and yields about 13 cwt. to the acre. New Zealand flax also grows all over the Colony, yielding long and abundant fibre.

Bearing in mind the wonderful financial revolution which has taken place in the Bahamas by the culture of sisal alone, it is difficult to understand why the efforts of that veteran colonist, Dr. P. C. Sutherland, have not, as yet, borne fruit. This gentleman has demonstrated beyond all doubt that fibre can be grown, cleaned, and manufactured at lucrative rates in the Colony, and time after time has exhibited it in its raw and manufactured state. An article of such extensive utility as this could not fail, if largely cultivated and worked, to become an important staple in the productions and industries of the country.

Owing to the altitudinal and climatic conditions of Natal, there are scores of other items of use and luxury, which might, and doubtless will, be developed with advantage in the coming years.





Knaggs, Durban

MR DAVID HUNTER, GENERAL MANAGER NATAL GOVERNMENT RAILWAYS.

SECTION V.

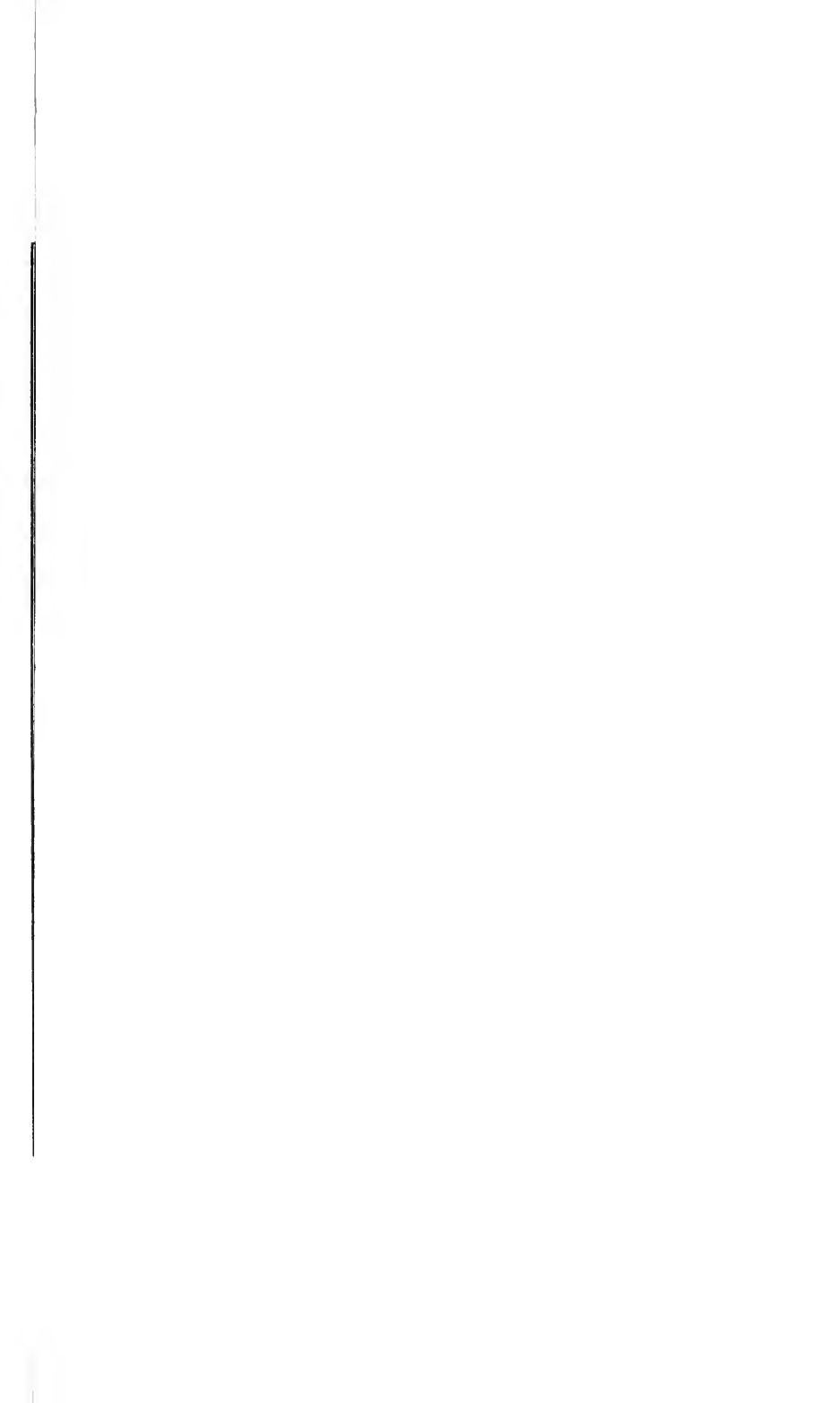
NATAL GOVERNMENT RAILWAYS.

ONE fact of which Natal has reason to be proud, above all others, is that the first Railway Works on the African Continent were inaugurated and carried out on her soil. In the year 1857, a scheme was devised. During the next two years it was carried out, and in 1860, the Natal Railway Company opened the line from the Point to Durban. At that time, from Egypt to the Cape, no successful attempt had ever been made to utilise in Africa, an agency which has done more towards the advancement of civilisation than almost all the other branches of industry put together. The virgin line was two miles in length, and was worked under difficulties which can scarcely be realised at the present time. It may be interesting to insert here a comparative statement of the Liabilities, Revenue, Expenditure, and Net Profits of the little line, from the 31st December, 1868, to the 30th June, 1874, both inclusive. By a perusal of it, some idea may be formed of the gradual increase in the trade of the Colony in those early days.

COMPARATIVE STATEMENT

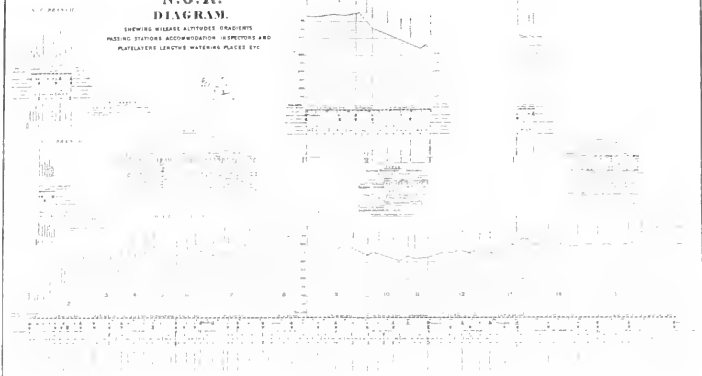
Of the Liabilities, Revenue, Expenditure, and Net Profits of the Natal Railway Company, from
31st December, 1868, to 30th June, 1874, both inclusive.

	Liabilities.			Gross Revenue.			Gross Expenditure.			Net Profits.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
For the Half-year ending 31st December, 1868	...	13,695	14 5	3,815	1 7	3,005	1 1	810	0 6			
" " " 30th June, 1869	...	12,695	7 4	3,643	3 4	2,671	19 0	971	4 4			
" " " 31st December, 1869	...	11,913	19 11	3,815	15 11	2,627	0 6	1,188	15 5			
" " " 30th June, 1870	...	11,447	6 8	4,185	1 3	2,708	11 2	1,476	10 1			
" " " 31st December, 1870	...	9,824	15 1	4,588	12 6	2,785	6 8	1,803	5 10			
" " " 31st June, 1871	...	8,405	7 8	5,470	10 7	3,017	13 4	2,452	17 3			
" " " 31st December, 1871	...	6,696	0 9	6,267	0 4	3,765	7 6	2,501	12 10			
" " " 30th June, 1872	...	3,989	3 1	7,986	0 4	3,655	14 7	4,330	5 9			
" " " 31st December, 1872	...	2,709	13 1	8,114	12 10	3,783	9 5	4,331	3 5			
" " " 30th June, 1873	...	2,750	9 5	8,551	1 3	4,072	9 5	4,478	11 10			
" " " 31st December, 1873	...	2,506	4 3	8,856	19 10	4,353	4 9	4,503	15 1			
" " " 30th June, 1874	...	2,435	4 7	9,986	9 8	5,401	15 3	4,584	14 5			
" " " 31st December, 1874	...	2,389	11 4	11,116	15 2	6,499	10 7	4,617	4 7			



N.G.R. DIAGRAM.

SHOWING WILKAGE ALTITUDES GRADIENTS
PASSING STATIONS ACCOMMODATION INSPECTORS AND
PLATELAYERS LENGTHS WATERING PLACES ETC



Sir Henry Bulwer, then Lieutenant-Governor of Natal, sixteen years later, that is to say, on New Year's Day, 1876, turned the first sod of the Natal Government system of Railways. One year later the line was taken over by the Government, at a valuation. The sum paid for the Assets of the Company as they stood was £40,000; four miles of line having been laid in the interval from Durban to Umgeni.

The very early history of the first Railway enterprise in Natal would form an interesting theme for special treatment. In 1868, Mr. McArthur retired from the management of the line, and was succeeded by a Mr. Andrede, who combined in himself the offices of General Manager, Accountant, Secretary, and Debt Collector.

A prominent official, now in the service of Government, was at that time Assistant Station Master at Umgeni. In his possession are many curious and interesting letters, amongst them some from the then General Manager, Mr. Andrede, apologising for not being able to pay salaries in full; others enclosing a sum on account of salary, together with the interesting information that "the General Manager was going out collecting debts next week, and would forward the balance as soon as it came in."

Other officials, instead of money payments, obtained orders from the Head Office on local grocers and such like, for "goods on account, per Railway contra." Another comical episode is on record, to the effect that the two little engines then on the line being out of gear at the same time, extra native labour was applied for by the General Manager, in order to push the trains by hand from the Point to Durban. In 1877, however, new rolling stock was added, order and business promptitude established, and the line began to assume proper form. The revenue earned by the Railways during the years 1885-90 inclusive, was as follows:—

Year.	Average Mileage open for Traffic.		Revenue.	
1885	...	116	...	£135,542
1886	...	195	...	148,999
1887	...	217½	...	257,877
1888	...	220½	...	347,982
1889	...	242	...	535,265
1890	...	282	...	606,713

This, compared with the table inserted in a previous page, sufficiently illustrates the trade increase of the Colony up to that period. As might be expected in a country possessing the physical features of Natal, the gradients and curves on the line are exceptionally severe. A large proportion of the mileage is over gradients from 1 in 30 to 1 in 35, while many of the curves are from 300 to 350 feet radius. For considerably over forty miles, there are grades under 1 in 60, and curves of less than 450 feet radius. To the ordinary reader, these figures will probably convey little or no idea of the difficulties of the road. It has, however, been laid down as an axiom by one of the greatest living English Railway experts, that "the steepest gradient a railway should have, is the nearest to a dead level," and it takes very little consideration to show how far removed from a dead level, are gradients of 1 in 30, or even 1 in 60. In his excellent book, "The Working and Management of an English Railway," Mr. George Findlay, the General Manager of the L. & N. W. Railway, states that the steepest gradients on that line range from 1 in 432 between London and Crewe, 1 in 225 between Crewe and Carlisle on the main trunk line, to 1 in 99 on the Central Wales line, 1 in 44 on the Merthyr, Tredégar, and Abergavenny line. The average speed on the two first-named is $48\frac{1}{2}$ miles per hour, while on the latter it is 22 miles per hour. The effect of sharp curves and steep gradients upon the working of a railway, can thus be seen at a glance, as they add to the train resistance. The main trunk line of Natal reaches an altitude of 3,054 feet above sea level at a point fifty-eight miles distant from Durban. After falling 1,000 feet in its further progress to Maritzburg, it, twelve miles beyond the city, attains a height of 3,700 feet; at a point 134 miles from Durban, it has reached an altitude of 5,152 feet, but at Ladysmith, 189 $\frac{1}{2}$ miles from the port, the altitude has decreased to 3,284 feet.

The summit of the Biggarsberg chain is crossed at a point 233 miles from the port, where an altitude of 4,303 feet is attained; and when the terminus at Charlestown is reached, after crossing the slope of the Drakensberg Mountains, the

train has gained a higher eminence than ever, the altitude being 5,383 feet. The Orange Free State branch of the line, after leaving Ladysmith, ascends by steep gradients the whole of its course in Natal territory, and when it reaches the border of the Free State, on the summit of the more easterly point of the Drakensberg range, it is about 5,500 feet above the sea.

At a cost of about six millions, the Colony possesses a fully equipped line, including twenty-three miles in the Orange Free State, which has not only developed the resources of the country to which it belongs, but has opened up the great trade highways of the interior, and revolutionised the whole system of mercantile transactions. Despite the Herculean difficulties in connection with the engineering and construction departments of the Natal Railways, it is satisfactory, while reviewing their record, to be able to state, that in all the pressure of busy times, when the traffic has even been unexpectedly and suddenly trebled, no blockage worthy of the name has ever occurred for any lengthy period, and but few accidents of a serious description have ever taken place.

At the time of writing, there are in the Colony $376\frac{1}{4}$ miles of rail, as follows:—

Point to Charlestown	...	...	...	...	306
Ladysmith to Van Reenen's	...	...	...	...	$36\frac{3}{4}$
Glencoe Junction to Dundee and Coalfields	...	...	...	...	$7\frac{1}{2}$
Durban to Verulam	...	...	...	...	$19\frac{1}{4}$
South Coast Junction to Isipingo	...	...	...	...	$6\frac{1}{4}$
					$376\frac{1}{4}$

The gross receipts of the line compare favourably with those of other systems, and up to 1891 showed a steady increase. The succeeding decrease was due to depression on the Rand Gold Fields and to Cape competition. The working cost of the line is about 4s. 10½d. per train mile. After paying interest on capital, and defraying all working expenses, the Railway, in 1891, contributed £19,144 to general revenue. Within recent times rolling stock on the most approved modern principles has been added. In addition to powerful bogey engines, passenger cars, combining stability and comfort, have

largely replaced the simpler structures of the past. Saloon carriages, luxuriously upholstered, with lavatory attachments, are available for first-class passengers, while the second-class compartments are in every respect up to modern standard. Third-class carriages, in a country possessing a large coloured population, are not, as a rule, used by Europeans, but even here, scrupulous attention is paid to comfort and cleanliness. The traveller, on this line, will find that not only is it the nearest and best route to the Gold Fields, but by it he may attain his destination in complete safety, and without many of the discomforts so bitterly complained of on Colonial Railways; for instance, in connection with baggage arrangements, he will find that instead of pert and careless treatment, his requirements will be courteously attended to, and missing articles assiduously accounted for. Refreshment rooms are provided at convenient and regular intervals. At these places well-spread tables are prepared for the arrival of every passenger train, and sufficient time is allowed to partake of a meal. The menu, as a rule, is equal to that of the hotels in the towns, and the attendance is fairly good. All other conveniences for the travelling public are made at the main stations, and the traveller must be captious indeed, who, remembering that he is travelling in Africa, will quarrel with arrangements so admirably calculated to dispel the inconveniences incidental to all journeys, in whatsoever land they may be undertaken. Under the strict management and rigid discipline now prevailing, the subordinate officials spare no pains in the execution of their duties, and from start to finish, all along the route, civility and respect are the order. In another portion of this work, tables of fares are given, and should further information be required, it has only to be asked for to be obtained.

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OF E

SES.										ROLLING STOCK.					
s.	2nd	Tot	Charges.			Miscellaneous and Telegraph.			Total.			Locomotives.	Carriages.	Trucks.	Other Vehicles.
			£	s.	d.	£	s.	d.	£	s.	d.				
7	1570	9	17	8		861	12	9	137,079	1	4	29	60	289	21
7	1673	9	1	0		474	10	9	142,591	14	5	36	65	335	30
4	197	7	16	8		500	11	3	137,702	10	11	37	66	372	27
1	149	5	3	1		1,117	3	4	173,931	16	4	36	70	402	41
5	122	9	7	7		1,415	16	0	199,363	18	4	44	72	483	47
2	168	12	6	8		1,970	14	5	300,247	18	1	52	85	706	84
9	269	6	16	5		4,066	4	3	416,396	7	3	71	76	783	107
3	295	7	17	7		4,331	12	1	372,023	12	6	73	125	1153	105
5	233	18	5	8		3,704	16	1	365,704	9	11	73	118	1181	106
8	194	6	14	3		3,405	3	9	273,868	18	2	76	113	1225	84
2	193	12	14	5		2,815	9	6	294,062	18	0	91	133	1295	138

NATIONAL GOVERNMENT OF CANADA

MINISTER OF INDUSTRY

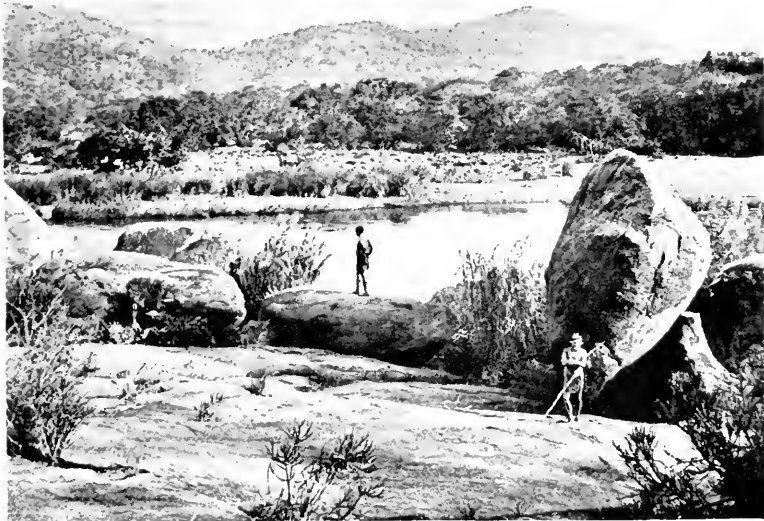
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SECTION VI.

GEOLOGY, FORESTS, FLORA, ANIMALS, ETC.

AS no systematic geological survey has been carried out Geology. in the Colony, it is somewhat difficult to treat the subject with any great degree of detail. From time to time, Dr. Sutherland has published interesting and valuable papers,



GRANITE BLOCKS, MIDDLE UMGENI.

Ingram

while others, drawing their information from casual journeys within the frontiers of the Colony, have contributed further details more or less of value.

Recent developments, resulting in the opening up of the

less known parts of the country, have thrown considerable light on the coal, lime, and gold formations. These and other authorities, combined with the author's own observations, which have been of a widespread character, have enabled him to compile the following facts.

As is commonly the case in mountainous lands, the main backbone of the rocky contour—the frame which determines and marks out the plan and articulation of the physical geography—is formed of igneous or hypogene rocks, in the several conditions commonly known as granite, gneiss, mica-schist, clay-slate, and metamorphic limestone.

The granite line of Natal presents itself in a form which immediately secures the notice of the ordinary observer, on the main line of railway between Durban and the capital. Huge grey blocks, many hundreds of tons in weight, crop out at the mountain sides of Inchanga. These Titanic masses are all of crystalline granite, and can be traced intermittently through the Inanda location in a north-easterly direction, to the valley of the Tugela, which, in the form of a great belt, it crosses at about seventy miles from the sea. In the opposite direction it enters the ocean considerably south of the Umpambanyoni, while indications of it can be found along the coast in Alfred County, where, close by the sea, it appears in the form of a broad platform, upon which the waves have sculptured a succession of jagged walls, steps and pyramids.

The great axis of granite which passes obliquely throughout the entire breadth of Natal, is flanked on either side by metamorphic rocks, which have been secondarily influenced by great heat. These may be described as consisting of mica slate, clay-slate, and crystalline limestone. Near the Umzimkulu, as will be shown elsewhere, at a distance of about eight miles from the sea, there lies upon the southern slope of the granite belt a vast mass of white, highly crystalline marble. It is for the most part of a pure tint, but sometimes is tinged with a green, pink, or yellowish colour. There is no distinct stratification, it being separated into large masses by laminæ of gneiss and granite, which contain a considerable percentage of quartz.

It is perfectly clear that the great central axis of granite

has been upheaved, subsequent to the deposit of the neighbouring beds of rocks, many of which are broken, tilted up by it, and, when in its immediate proximity, changed in their mineral character.

The sandstones of Natal occur mainly in thick horizontal beds, alternating with shale of various descriptions. They are to be found up to the highest part of the sub-terrace of the Berg, *i.e.*, about 7,000 feet above the sea, and on the coast to the north of the granite belt. The flat-topped mountains and hills, which form such familiar features in the scenery of



KRANTZ KLOOF FORMATIONS.

Ingram

Natal, are composed of vast horizontal layers of this stone, reared up sometimes on sloping buttresses, and looking, as Mr. Henry Brooks says, "like broken slabs of the old pavement that was shattered by the earthquake throes on the upheaval of the granite."

The rivers of the coast, while not infrequently flowing through the stratified rocks to the granite beneath, often pass

between picturesque cliffs of reddish sandstone, some of which most probably belong to the Devonian and Silurian systems, and some to the younger age of the new red sandstone. Others, again, are associated with alternating layers of gritty sandstone, which unquestionably is of the carboniferous age. Dykes of greenstone-trap constantly pierce the sandstone formations, while "faults" are frequent.

Coal occurs in Natal amongst the carboniferous sandstones in various places, and, fortunately for the Colony, is abundant.

Mr. Etheridge, an experienced geologist, considers that the most abundant form of vegetable impression found upon the sandstones associated with the Natal coal deposits, belongs



A SPUR OF TABLE MOUNTAIN

Ferneyhough

to a species of *Glossopteris*, apparently identical with the *Glossopteris Brozoviana* which is common in the coal deposits of India; and that certain other leaves, seed-cases, and stems, which are found with the impression of the *Glossopteris*, are those of a species of *Dictyopteris* and *Phyllothea*, which are

characteristic of those deposits. If this is the case, it clearly indicates that Natal coal belongs to the mesozoic system of modern age, which is familiarly represented in England by the oolitic and cretaceous group of rocks, and which is known as the *Jurassic* system on the continent.

Next in order, as regards frequency of occurrence, is greenstone and trap in one or other of its protean forms. The felstones, greenstones, and granite are continually found in all countries, closely associated, and occasionally pass into each other in the same continuous mineral mass. At the Umgeni Falls, near Howick, three distinct beds of trap rock occur, separated by intervening layers of carbonaceous sandstone and shale. Some little distance to the south of the Umzimkulu River, there is a miniature "Giants' Causeway," in the shape of a platform of columnar basalt extending into the breakers of the sea. Amygdaloid porphyries frequently occur in the neighbourhood of the intrusion of trap dykes. Agates of great beauty and six-sided prisms of rock crystal are carried down by the rivers from the edges of trap veins exposed in the higher mountains. It has been found that the best soil in the Colony is located in those places where the stratified rocks are most broken through by the intrusive eruption of trap.

Perhaps the most interesting rock formation in Natal is one which has been closely studied by Dr. Sutherland. It is known as the boulder clay by some, and by others as claystone porphyry. The bed consists of a bluish-grey, hardened, argillaceous or clay mass, containing imbedded fragments of greenstone, clay-slate, quartz, graphite, and granite. These are of varying size, from sand grains to blocks measuring six feet across. The fracture of the rock is not conchoidal, and there is manifest in its substance, a disposition to wavy stratification. The thickness of the beds varies considerably from place to place. In some situations it is 1,200 feet through. As a rule it rests upon old sandstones, which in turn are based on granite. Upwards it passes first into newer shales, and through them into the sandstones and shales which are associated with the coal deposits. The transition is

gradual, and shows no distinct lines of demarcation. This formation flanks the long range of sandstone hills which run from the Tugela River, about six miles from the sea, through the Berea Range to the mouth of the Umbilo. It also crops out near Maritzburg, stretching away through the Umgeni and Umvoti Rivers to the Tugela, between Greytown and the Biggarsberg, and in the opposite direction across the Umkomaas to the southern frontier of the Colony. It trends away then, across the St. John's River to the Cape Colony, where it has been closely studied by Mr. Bain.



FOREST SCENE IN NATAL.

Ingram

Boulder clays of this class occur in various countries. The one which has had most attention devoted to it is located in Caernarvonshire. Professor Ramsay considers that there is only one known agency which is adequate to the production of all the circumstances met with in this formation. He holds that the transport to long distances of vast blocks of rock, the scoring of the subjacent surfaces of sandstone, and the

simultaneous deposition of minute sand grains and large boulders in the same matrix, all indicate that ice is the only physical agent that can be rationally credited with the creation of these clays.

The limestones are much more sparingly represented in Natal than these sandstones. In the Tugela Valley there are deposits of nodular limestone. The presence of crystalline metamorphic marble has already been mentioned. The beds which solely represent the cretaceous system occur on the southern coasts of Natal, and are of considerable geological interest. In places, the beach is almost entirely composed of fusiform shells, which are a species of *Terebra*, cemented together into a solid mass, amongst which are tusks and bones of vertebrate animals, and trunks of large trees.

A wide field of study here lies open to those who have the skill and time to devote to it, and pages might easily be filled with observations, each one of which would be of scientific value.

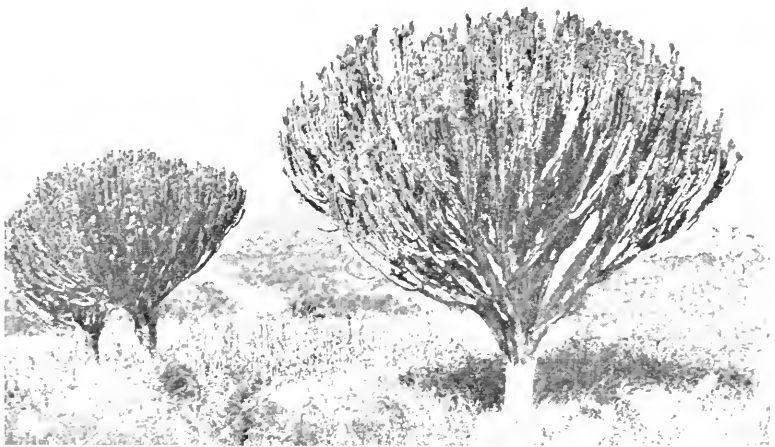
Passing on to the subject of minerals, it is now definitely ascertained that almost unlimited quantities of iron ore occur in the Colony, in the form of beds and concretions of clay-iron, also in that of masses of hæmatite. The city of Pietermaritzburg has been built on irregular deposits of the metal. The ores are in some instances so rich that the natives have worked them into metal for spear heads, with the rudest appliances imaginable.

Tests of the ore have proved it to contain 9.09 per cent. of silicate of iron, 13.40 per cent. of silicate of alumina, 76.74 per cent. of oxide of iron (equal to 53.72 per cent. of metallic iron), 0.52 per cent. of sulphur, and a trace of magnesia. At a point near Fort Buckingham in Umvoti County, one entire mountain appears to be composed of masses of specular and magnetic iron ore mingled together.

Deposits of ores of copper, some of which contain traces of gold, occur frequently. As yet but little has been done towards ascertaining their value.

Gold and silver, in quartz and other forms, are now being tested in that interesting geological locality so frequently cited—the Tugela Valley. Here a curious and unique lode is attracting attention. It consists of ore containing about

40 per cent. of arsenical pyrites, and assays variously from a few grains to several ounces of gold to the ton. Should the works now proceeding in this place result favourably, Natal will find within her frontiers greater sources of wealth than were ever imagined. The fact of the deposits being of a



Ferneyhough

EUPHORBIA TREES NEAR PINETOWN

refractory description will not militate against their value, since the establishment of successful chemical processes for the recovery of gold. The value of these latter has been amply demonstrated on the Witwatersrand Fields. Much of the foregoing, as stated in the opening of the Section, is the result of the writer's personal observations, but extensive use has been made of an interesting and authentic work on Natal from the pen of Mr. Henry Brooks.* This work is undoubtedly a valuable one, and its perusal is strongly recommended.

Forests. The heavy timber forests of Natal are estimated at 165,900

* Published by L. Reeve & Co., London.

acres, and Thornbush and low forests at 1,841,000 acres. The high timber forests are for the greater part situated along the Drakensberg Range of Mountains, mostly on the southern slopes, at an elevation of 3,500 to 6,000 feet, where the mean annual temperature ranges from 52° to 59°. The upright Yellow-wood (*Podocarpus Thunbergii*) here attains to its greatest size, as do also many other of the more valuable timber trees, including Kamdeboo Stinkwood (*Celtis Kraussiana*), Wild Chestnut (*Calodendron Capensis*), Natal Mahogany (*Kiggelaria Africana*), White Ironwood (*Toddalia lanceolata*), White Pear (*Apodytes dimidiata*), Bogabog (*Xylosma monospora*), and Sneezewood (*Pteroxylon utile*). The low forests are located principally along the coast, and in the midland districts. Thornbush, which consists chiefly of various species of Mimoseæ—*Acacia Natalitia* and *A. Kraussiana* being the most common—is spread over very wide areas, mostly in the basins of the Tugela and the Umkomaas, at altitudes of 3,500 and 1,000 feet, below which it intermingles with the coast forests. In this region the mean annual temperature ranges from 59° to 67°. The coast forest predominates below 1,000 feet, where the climate becomes sub-tropical, and the mean annual temperature ranges from 67° to 71°. It is composed of a great variety of low trees, the average height varying from 30 to 60 feet, amongst which the Waterboom (*Eugenia caudata*) and the Flatcrown (*Albizzia fastigiata*) are characteristic species.

The wood of many of the Natal timber trees is of great value, and is used largely in house-building, wagon, coach building, and for furniture. The supply, however, of many of these woods is rapidly decreasing, and it is a question very seriously occupying the minds of many colonists, that instead of propagating and planting Australian and other exotic trees of quick growth, more attention should not be bestowed on the conservation and planting of trees indigenous to the climate and soil of the country.

The beauty and variety of the Natal forests and woodland glades are not, however, limited to the stately grandeur of its timber trees, for among the luxuriant undergrowth of fern, palm, and shrub, innumerable objects of interest and delight are found.

Festoons of lovely climbing plants suspend themselves from tree to tree, while attached to the boughs and trunks of trees are curious parasitical plants, and mosses.

The great family of Orchideæ is largely represented ; no less than 150 species, comprising upwards of twenty-five different genera, are already known to exist in the Colony. Of epiphytical Orchids, one of the finest species found in the country is the *Ansellia Africana gigantea*, which bears long spikes of pale yellow flowers barred and spotted with red. Another lovely Orchid, *Mystacidium filicorne*, bears beautiful racemes of a dozen or more pure white and sweetly scented flowers, each of which has a long spur. Several pretty species of *Angræcum* are common in the Natal bush, notably *A. arcuatum* and *A. bicaudatum*.

The terrestrial Orchids are, however, even more numerous and widely distributed than the epiphytes. The principal genera represented are the *Eulophia*, *Disa*, *Disperis*, *Satyrium*, *Habenaria*, *Stenoglottis*, *Polystachia*, and *Lissochilus*. The latter is nearly allied to the *Eulophia*, from which genera it is distinguished by the great disparity between sepals and petals. *L. Krebsii* is a very handsome species, bearing tall racemes of twenty to thirty flowers with brownish edges, the sepals being green with dull purple blotches, and petals of pale golden yellow. *L. speciosus* is another showy and free flowering species, with large and beautiful spikes of yellow, butterfly-like flowers.

In stony places on hill sides, the great-horned Orchid (*Disa megaceras*) is occasionally met with. It bears a spike of large flowers on a stout stem two feet or more in height ; in colour they are white, marked inside with pale purple. *Disa polygonoides* is common in the midlands, growing in moist places beside streams, and bears orange-scarlet flowers, sometimes as many as forty or fifty on a spike. Some of the *Satyriums* and *Eulophias* are very beautiful, as is also the *Stenoglottis fimbriata*, a free-flowering species, bearing pretty pink flowers on a slender stem.

The *Imantophyllums*, or *Clivias*, as they are now called, are a grand display in themselves, as seen in their native habitat

in the Natal bush, in the early spring months. They bear immense umbels of twenty to thirty blossoms of a bright red or scarlet colour. Belonging to the same order Amaryllideæ are several species of *Haemanthus*—*H. Katherineæ*, deep red; *H. albomaculatus*, white perianth and prettily spotted leaves; and *H. Natalensis*.

This is a handsome species, distinguished by the beautiful coloured and dotted sheathing scales at the base of the plant,



GIANT ALOES, TUGELA VALLEY

Ingram

by the pale green flowers, the orange-coloured stamens and styles, and by the nearly uniform bracts of the involucre, of a rich ferruginous purple, shorter than the flowers. *Brunsvigia Josephineæ* is another beautiful plant of the same order, bearing large umbels of bright scarlet flowers. Several species of *Begonias* are very common, growing in the fissures of rocks. *B. Sutherlandii* is one of the prettiest. The foliage and stems are very ornamental, the latter being purplish red and the leaves bright green, with red nerves and serrated. The flowers are orange red, although some varieties of this species are much darker in colour. The stems of this plant are used by colonists

in the same manner as rhubarb, and an excellent jam is also made from this plant. *Begonia Geranioides* is an exceedingly pretty tuberous-rooted species of dwarf and free-flowering habit, with flowers of purest white. One of the prettiest genus of plants found in the woodland shade, beside streams, and on damp rocks, is the *Streptocarpus*. Most of the Natal species have blue or creamy white flowers, and a few are prettily striped and spotted. Some species have flowers as large as those of a *Gesnera*, the varieties of *P. rexii* being particularly fine. *P. Polyanthus* has only one leaf, which grows from twelve to eighteen inches in length, is perfectly flat, and attaches itself to the rocks or to trunks of trees. This peculiar genus of plants is found only in South and Central Africa, and Madagascar. The gaunt, leafless stems, and candelabra-like heads of the giant *Euphorbias* have a strange and weird appearance, towering overhead, some to a height of forty to fifty feet.

The *Phoenix reclinata* is one of the most graceful of the Natal palms, and adds greatly to the beauty of the coast scenery, as does also the *Strelitzia Augusta*, another fine foliage plant, with large banana-like leaves. It grows up to twenty feet in height, and bears flowers of a whitish and pale blue colour. It is sometimes called the Bird of Paradise flower. The *Dracena Hookeriana* grows from eight to ten feet in height, has beautiful large curving leaves, and in the autumn produces immense panicles of creamy white and sweetly scented flowers.

Perhaps the noblest of all the handsome foliage plants of Natal are the several species of *Encephalatos*. These fine Cycadaceous plants, when seen in their native habitat growing among the rocks near waterfalls, are truly magnificent. Some have tall stems and look like huge tree ferns, whilst others have long feathery fronds, which grow from a dwarf bulbous caudex, and are of a perfect bell shape. For decorative purposes they are much more durable than a palm. Several species of *Asparagus* are common in the Natal woods. Some of these have exceedingly pretty foliage, notably *A. plumosus nanus*. The feathery fronds of this plant are as effective to arrange with flowers as the Maidenhair fern, and are far more

lasting. Other species of *Asparagus* bear numerous clusters of creamy white flowers, and fairly merit a place among the Liliaceous plants, to which order they botanically belong. The bright crimson flowers of the several species of *Erythrina* are quite a feature in the forest scenery, particularly along the coast lands.

One of these beautiful leguminous plants, *E. Caffra*, attains to the size and dimensions of a tree, and is a grand sight when in bloom. Several species of *Pareetta* grow to great perfection in the Natal bush. They are shrubs with dark evergreen foliage, and attain to a height of from ten to twenty feet; they bear a profusion of pure white *Bouvardia*-like flowers.

The wild *Gardenias* are very handsome shrubs, conspicuous, not only on account of the snow-white masses of flowers with which they adorn the woodland scenery, but for their perfume.



PALM TREES (*PHŒNIX RECLINATA*).

Ingram

Aloes are represented by a large number of interesting species, most of which are remarkable, not only on account of their handsome foliage, but for the beauty of their flowers.

The Ferns of Natal are an extremely interesting section of its flora, and are represented by almost numberless species and varieties. One of the commonest tree ferns is the *Cyathea*

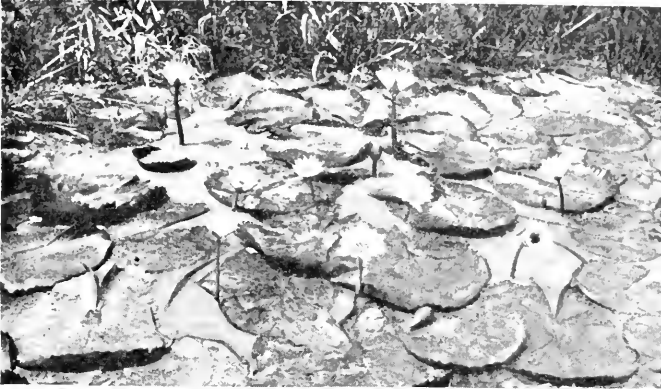
Dregii, which grows in open glades and beside streams all over the Colony. It has a stout stem from eight to twelve feet in height, and produces a beautiful head of fronds about six feet in length. The *Hemetelia Capensis* is an even finer fern than the *Cyathea*, but it is only found in the shade of the forest. It has a taller and more slender stem, sometimes attaining twenty feet or more in height. The fronds are long and wide spreading. Two species of the Maidenhair fern are common in nearly every shady kloof, viz., *Adiantum Ethiopicum* and *A. Capilis veneris*. The *Marattia fraxinea* is a noble plant, and may be described as the giant fern of Natal. It has a huge, bulb-like caudex, from which spring enormous spreading fronds ten to fifteen feet in length. Growing on damp rocks and near waterfalls, numerous delicate ferns are often found, including some species of *Tricomanes* and *Hymenophyllums*. The beautiful Gold, and Silver fern, *Gymnogramma aurea* and *G. argentea*, are also found in similar localities. Several species of *Acrosticum*, *Davallia*, *Woodsia*, and *Polypodium* grow on the trees, as well as the *Gymnogramma lanceolata*, and rue fern, *Asplenium rutæfolium*. On the ground we find numerous species of *Nephrodium*, *Pteris*, *Cheilanthes*, *Hypolepis*, *Lomarias*, and the pretty little flowering fern, *Anemia Dregiaua*. Over rocks and on old tree trunks the *Olcander articulata* spreads its curious creeping rhizomes. The Boot-lace fern, *Vittaria lineata*, is rather a rare plant, growing in the midland districts, but generally in inaccessible places.

On the highest mountain ranges several species of British ferns find a congenial home. They include the Prickly-shield fern, *Polystichum angulare*, the Maidenhair Spleenworts, *Asplenium Tricomanes*, and *A. Adiantum nigrum*. The Royal fern, *Osmunda regalis*, is common beside streams in many parts of the Colony, as is also the Bladder Spleenwort, *Cystopteris fragilis*.

Before concluding this brief notice of Natal ferns, mention must be made of the two or three species of *Glechenia*. *Glechenia umbraculifera* and *G. polypodioides* are the commonest. The first-named species grows on sunny banks,

generally on the outskirts of the bush, and is an exceedingly interesting and graceful fern. *G. polypodioides* is found in shady and moist positions.

Leaving the woodland shade for the bright sunlight of the grassy veld, the foot treads a delightful sward of greenest verdure, which extends from one end of the Colony to the



NYPHÆA STELLATA

Lerneyhough

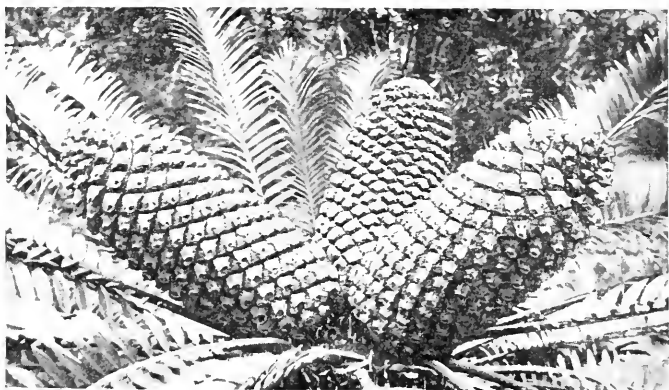
other. Near the coast the varieties of grasses are coarser than those growing inland, but everywhere there is an abundant pasture for horses, cattle and sheep.

The bulbous and herbaceous plants which adorn these vast stretches of pasture lands are legion, and baffle description in a section so brief as this must necessarily be. The *Dierama pendula* is a very peculiar plant, belonging to the order Irideæ. It very much resembles the ordinary grasses of the country, is common almost everywhere, and bears tall pendulous bells, some of which are mauve, others are white and light purple.

Gladiolus are largely represented, and, like the Watsonias, are distributed throughout the country. The colouring of many of the Gladiolus is exceedingly beautiful, and the Watsonias are mostly mauve, although there are one or two rarer species which bear scarlet and white flowers. One of the most beautiful plants of the coast region is the *Gloriosa virescens*, which bears gorgeously coloured flowers of scarlet and gold. The Ifafa Lily is a lovely bouquet flower of a

creamy white tint, growing a little higher than the Lily of the Valley. It is a fine garden or pot plant. The *Cyrtanthus sanguineus* is a scarlet or crimson species growing also on the coast. The Fire Lily of Natal is a *Cyrtanthus* (*C. angustifolius*). The varieties of this beautiful species are common all over the country, and are of a bright scarlet colour. Towards the end of winter, when the fields are parched and dead, grass fires are of frequent occurrence. Immediately after these fires, the flowers of this curious bulbous plant, spring up.

The large blue umbels of the *Agapanthus* are found in many places, and several species of *Crinum*s are common in marshy spots, and beside streams, their white or creamy blossoms affording a fine contrast with the tall, torch-like flowers of the *Kniphofias*, which grow in similar localities. In quiet pools the beautiful African Water Lily (*Nymphaea Stellata*) is often found covering the surface of the water with its fine foliage and azure flowers. Curious *Asclepiads* are found almost everywhere, but none are more interesting than



Fernyehough

ENCEPHALATUS ALTENSTENII.

the various species of *Ceropegias* and *Stapelias*. The Kafir Daisy (*Gerbera Caffra*) bears flowers of brightest scarlet and deepest crimson. Several species of *Hypoxis* are conspicuous with their bright yellow flowers. On stony hill sides the tall

blue *Scilla* is common, also several species of the curious green-flowering *Eucomis*. *Richardias* are also common among the rocks, some of them having prettily spotted leaves. The white flowering *Calla* (*Richardia Africana*) grows beside the streams and on marsh lands in thousands, and is a beautiful sight when in full bloom. In November and December the November bells (*Sandersonia aurantiaca*) are in full flower; also numberless blue *Lobelias*, and variously coloured *Everlastings*. On the uplands the *Galtonia candicans* is conspicuous with its beautiful spike of pearly white flowers, and along the mountain ranges fine specimens of the *Vellozia elegans* are

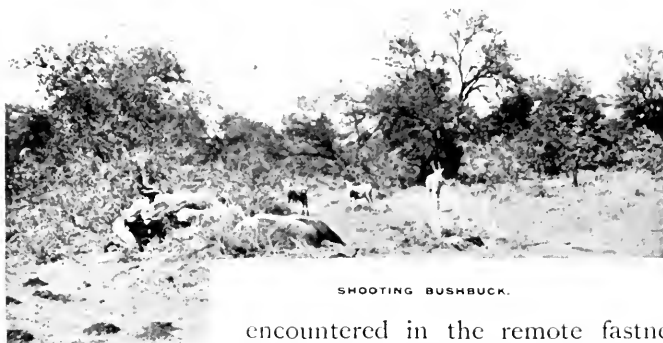


Campy

BUSHBUCK.

not uncommon. The crimson-flowering *Antholiza* and numerous species of *Heather* grow in abundance, and in autumn even the sombre shadows of *Majuba* are lit up with their brightly coloured flowers.

Of big game there is but little left in Natal. A few ^{Animals,} _{&c.} *Hippopotami* near the *Umgeni* are about all on record of this class. *Hyænas* are still abundant in the wilder portions of the Colony. There are three varieties known, the brown, the maned, and the *Hyæna maculata*, called the tiger wolf by the Dutch. *Jackals* also abound in places. *Leopards*, locally called tigers, are somewhat rare, but may occasionally be



SHOOTING BUSHBUCK.

encountered in the remote fastnesses. Wild boars of two varieties exist. The porcupine, though frequent, is a particularly shy animal and most difficult of capture.

Of rodents there are many varieties. Two descriptions of hares are constantly to be seen on the uplands, while an engaging little creature, familiarly known as the rock-rabbit, is of common occurrence. The ant-eater of Natal is a curious and interesting animal, and can but rarely be shot.

It is, however, in antelopes that the country is particularly rich.

The following list of the wild bucks of South Africa may be of interest and value to sportsmen. It has been prepared by: Col. J. H. Bowker, F.Z.S.

1. *Tragalaphus Sylvatica*, Bushbuck † (Harris).
2. *Tragalaphus ?* genus Red Bushbuck of the Zambesi.
3. *Tragalaphus Angasi*, Inyala † (Buckley).
4. *Tragalaphus Spekei Sitatunga*.
5. *Cervicapra arundinum*, Reedbuck †.
6. *Cervicapra lalandii*, Red Rhebuck †.
7. *Pelea capriolus*, Vaal Rhebuck †.
8. *Nanotragus campestris*, Steenbuck †.
9. *Nanotragus melanotis*, Grysbeck †.
10. Zululand Steenbuck? Genus and Species.
11. *Cephalopophus monticola*, Bluebuck Pete*.
12. *Cephalopophus natalensis*, Natal Redbuck* Sir A. Smith.
13. *Damalis pygarga*, Bontebuck*.
14. *Cephalolophus grimmi*, Duiker † (Buckley).

15. *Gazella Euchore*, Springbuck * (Buckley).
16. *Oycotragus saltator*, Klipspringer †.
17. *Epyceros melampus*, Palla † (Buckley).
18. *Kobus ellipsiprymnus*, Waterbuck † Sir A. Smith.
19. *Strepsiceros Kudu*, Koodoo † (Buckley).
20. *Kobus lechce Lechwe* †.
21. *Oreas canna*, Eland * (Buckley).
22. *Bubalis Caama*, Hartebeest * Sir A. Smith.
23. *Bubalis Lichtensteini*, Lichtenstein Hartebeest.
24. *Damalis lunatus*, Sassabye *.
25. *Damalis albifrons*, Blesbuck *.
26. *Hippotragus equinus*, Roan Antelope * (Buckley).
27. *Hippotragus niger*, Sable Antelope * (Buckley).
28. *Oryx Gazella*, Gemsbuck *.
29. *Nanotragus scoparius*, Oribi †.
30. *Kobus Vardonii*, Pookoo †.
31. *Bos caffer*, Buffalo *.
32. *Cannochetes taurinus*, Blue Wildebeest *.
33. *Cannochetes gnu*, Black Wildebeest *.
34. *Nanotragus damarensis* † Damaraland Antelope.

The * denotes that the female as well as the male has horns ; the † that the male only has them ; in all cases the horns of the female are not so large.

Only about ten varieties of the smaller description of the above are now extant in Natal.

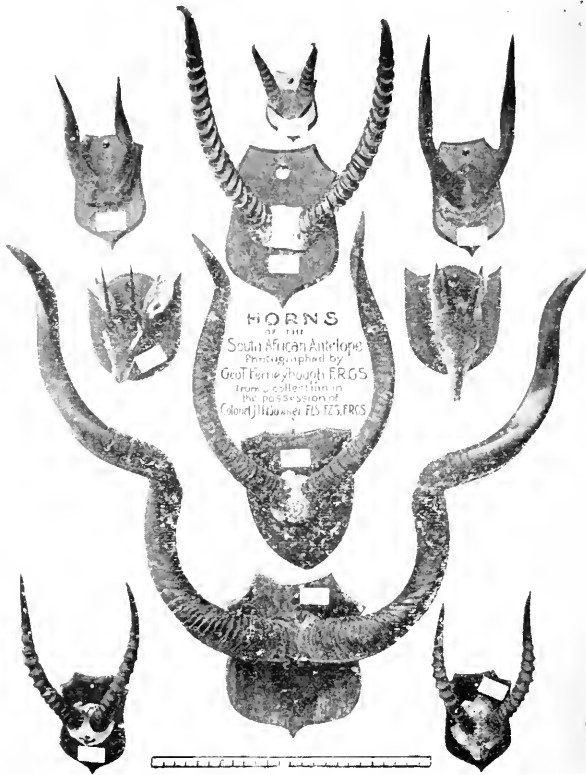
Baboons of great size abound in the mountain ranges, while droves of black-faced monkeys can constantly be seen in the large forests.

Crocodiles haunt the rivers of the coast, but attract little or no attention, as it but seldom happens that damage is caused by them.

Of reptiles and insects there is a large and interesting variety. Pythons attain a considerable size, but are very harmless. Of poisonous and deadly serpents there are many, chief of which may be mentioned the black mamba, whose bite is said to cause instantaneous death. The puff-adder ranks next ; although its bite is deadly, its movements are so slow as to minimise the danger.

Of birds there are a great variety. Those coming under

the category of game would alone make a heavy list. Partridge, pheasant, quail and pigeons are all well represented. The wild bustard, or "paauw," is a magnificent creature, sometimes standing five feet high, and showing an eight-foot spread of wing. Stilted birds, or long-legged waders, are in considerable

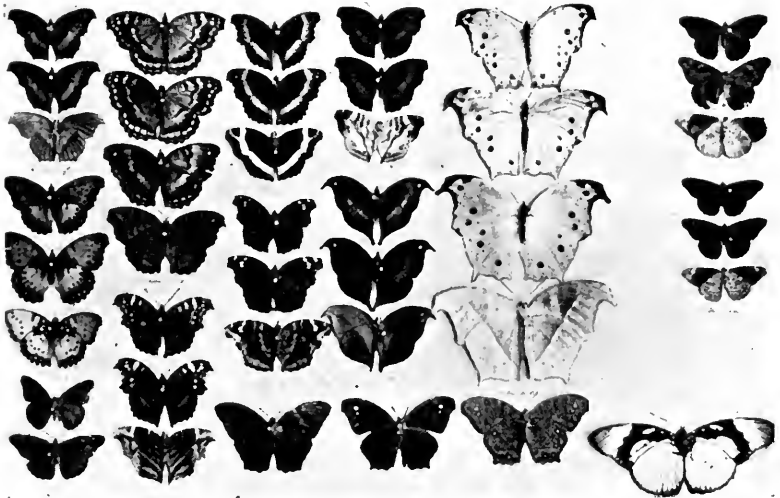


force, while curlew and snipe, together with wild duck and geese, abound by the lonelier rivers.

With respect to fish, much cannot be said at present. Of local varieties, there are sand and mud bream, barbels and eels. Trout and salmon ova have been introduced, and much credit is due to Mr. Cecil A. S. Yonge, M.L.A., for his earnest and successful efforts in this direction.

Were it possible within the limits of this work to deal in detail with the insect life of Natal, much that would be of interest might be added, for, as stated elsewhere, the kloofs and river valleys teem with myriads of the most beautiful and delicately coloured insects. Professor Drummond, in his "Tropical Africa," has dealt with this department of science, and the student would do well to study the work before commencing his researches.

In conclusion, and by way of warning to sportsmen, it may be mentioned that a law for the protection of the various descriptions of game is in force in the Colony. Persons are prohibited from hunting or killing certain varieties of birds known as the partridge, pheasant, paauw, koraan, guinea fowl, crane, and wild-duck, between the 15th August and 30th April. Hares, rabbits, and all varieties of the antelope species, such as the impala, rheebock, steinbok, oribi, boschbok, bluebok, klipspringer, duiker, are protected between the 30th June and 31st December; while the hippopotamus (sea cow), eland, hartebeeste, koodoo, reitbok, springbok, blesbok, secretary bird, and turkey-buzzard, all known as royal game, are not allowed to be killed, excepting by special license from the Governor.



Ferneyhough

NATAL BUTTERFLIES.



SECTION VII.

UMTAMVUNA TO THE BLUFF.

Umtam-
vuna.

THE coast line of Natal stretches from the Umtamvuna in the south, to the Tugela in the north, trending in a north-easterly direction for 170 or 180 miles. There is about one mile of coast to every 118 miles of superficial area. Along this line, twenty-five rivers pour their waters into the sea. With the charitable intention of not burdening the minds of readers with the unpronounceable names of too many rivers, only the principal streams will be mentioned, as they pass in review before the tourist while voyaging along the coast. Commencing at the Umtamvuna, the sea front of Natal presents but few points of especial interest or beauty. A curious feature of difference between Natal and the Cape Colony is that the seasons are reversed; the winter of the Cape Colony being its rainy period, while the summer is dry. The result is, that in travelling along the coast, a perceptible difference can be recognised, the coast of the Cape in summer being dry and barren looking, while Natal is in the full blaze of verdant glory.

The barren looking sand hills, interspersed with forests, the low rounded hillocks, and the occasional mountains, which are seen from the deck of the coasting steamer, impart but a faint idea of the sylvan beauty which is so widely and liberally distributed throughout the country. The illustrations, in like manner, reflect the grandeur of the land but inadequately; for no matter how delicate and artistic an engraving may be, its lack of colour and motion deprives it of many charms. By means of the photographic engravings embodied in this work, however, the stranger will be able to come to a fair approxi-

mation of the land which he is about to visit. Now and then the monotony of this part of the voyage is relieved; when the coasting vessels on still nights creep close along the shore, the grass or prairie fires, especially in the winter season, form a particularly impressive and interesting sight; the hills, wrapped



PIONEER'S HUT.

Ingram

in darkness, are lighted for a space in vignette by the orange-red glow of the flames; rolling clouds of smoke, oftentimes lighted on one side by the fire, and on the other by pale moonbeams, suggest ideas of warfare and terror. The long lines of flame, as they sweep through the reed brakes, or over the hills, conjure up the appearance of burning cities, while the occasional thickets, as the fire catches them, flare up in towers of light as though disaster had overtaken the pinnacles of some stately palace. The sea reflects the glare on one hand and the sky on the other, until some conception can be formed of the magnificent spectacle which must have been presented

at the destruction of Pompeii ; but the tourist may be at rest, for there is ne'er a city upon this lonely coast.

Alfred County, Natal's latest southern acquisition, is now being passed. At present this county is little more than a native location. Some few white farmers are toiling manfully away amongst its hills, fighting against the heavy odds of distant markets, no railway, and no harbour. All things come, however, to those who work and wait, and there is no doubt of their ultimate success, especially when it is borne in mind that the soil of the county is good, while its back country constitutes a fine pastoral region.

Umzim-
kulu.

From the sea, the Umzimkulu mouth no more shadows forth the real worth and beauty of the district, than oftentimes the



Ingram

UMTAMVUNA RIVER, SOUTH NATAL.

appearance of a talented *savant* does his learning. Here and there along the coast formidable masses of rock crop up from the sand ; one of these, slightly to the northward of the harbour, possesses especial interest, for here, in the old days of savage

The
Death
Place.

rule, the sable potentates of the land were wont to carry out the extreme penalty of their displeasure on such unlucky wretches as had incurred it.

There is a cleft in the rocks which goes down far beneath low-water mark. Its smooth worn sides are like a funnel, and its depths are continually swept by seething water, lashed white as snow. Into this cleft the victims were hurled without mercy, and there, in their hopeless and terrible plight, they were beaten out of human semblance by the ceaseless rise and



THE PLACE OF DEATH. UMZIMKULU COAST.

Ingram

fall of the sea. No torture of the Inquisition could exceed the ghastliness and horror of such a death. Owing to the smoothness of the sides, the victims were helpless, and their death slow; all the while over the mouth of the cleft their despairing eyes could see the fair sunlit sky, in whose glory they had no longer a portion.

Fortunately, these terrors are now only memories; and the modern traveller can enjoy his travel, or settler his settlement,

with the comfortable assurance that peace and good order are firmly established in the country. Still it is well to keep in mind something of the characteristics of the past.

Close to the rocks alluded to, the estuary of Umzimkulu is located. The Port was named after that staunch and distinguished veteran colonist, Sir Theophilus Shepstone, K.C.M.G., whose name will ever be held in the highest honour by all true Natalians. On the south side of the entrance there is a long, low, aloë-studded point, which rises to an altitude of 300 feet at a distance of two miles from the sea. On this ridge the signal station and Port Captain's "Look-out" are placed. Behind it lies the scattered village of Lower Umzimkulu. The estuary extends about eight miles inland. At its mouth



PORT SHEPSTONE, ESTUARY OF UMZIMKULU.

Ingram

it is about 200 yards across, carries an average depth of fifteen feet, and sweeps with an open channel into the sea. About £36,000 have been spent by the Government in removing the bar and building a training wall. The works have been, on

the whole, successful, and coasting steamers make fortnightly trips to Durban, sixty miles to the northward.

The trade of Port Shepstone is slowly developing. It consists of lime, cement, marble, cattle, hides, horns, grain, fruit, farm produce, and wagon wood. Within recent times, sugar and tea factories have been added to the industries of the place. The Barrow-Green Estate, said to be one of the best managed tea plantations in Natal, has achieved a wide-spread popularity, which is most thoroughly deserved. Further on in these pages the tea industry will be fully dealt with, but *en passant* it may be mentioned that this pioneer establishment has done more than merely start an industry in the south, for it has demonstrated the grand fact that tea as a staple, can be successfully cultivated in the vicinity.

The view, after leaving the estuary, is very beautiful, and forcibly recalls the river scenery of the homeland. In fact, but for an occasional glimpse of a banana plantation, or the sweeping, arch-like limbs of a tall bamboo, one might easily imagine it to be an English stream. The dark forests on the right, and the open alluvial plains on the left, have nothing of the typical African scenery about them, while the broad river, with its clear banks and placid surface, is untenanted by crocodiles or any other sub-tropical African pest. Here, there, and everywhere, on both sides of the stream, the well-kept, trim orchards and farms of the settlers, help to dispel from the mind all preconceived ideas of the country, which may have been imbibed from the pages of sensational writers. The white bungalows, the English-looking villas, say much for the capacity of the Natal colonist and Briton to make a wilderness blossom, and to transform an alien land into a home-like home. A South African writer has embodied this faculty in the following lines:—

“ Whatever land Great Britain’s sons adopt,
Where’er their courage, and their enterprise
Hath called them ; be it Iceland’s silent plains,
Or Afric’s lone and dreary wilderness,
There they implant another Albion ;
And, holding fast to old and cherished ways,
Bless their adopted home, and blessing it
Are blest themselves, and prosper wondrously.”

Messrs. Aiken Bros., Hitchins, Bru de Wold, Bazley, and several others have struggled gallantly here. In the old days, when Government was not yet aware of the value of the estuary as a port, they endeavoured, and succeeded, to partially



ST. HELEN'S ROCK, UMZIMKULU.

Calley

open and improve the harbour. Later on, a company was formed to purchase a steamer, while others again built sea-going boats, and exhibited marked enterprise in order to keep the district before the public. A settlement of Norwegian emigrants was made at Marburg, and in due course a church, a hall, and a library were established. A magistracy was next added, and the place brought into touch with the principal markets by means of a telegraph line. The scenery up the river near the St. Helen's Rock is very fine. Here the stream narrows, and sea-going craft are blocked, but lighters can go several miles further up to the marble quarries, which are about twelve miles above the port. At the rapids, under St. Helen's Rock, the Umzimkulwana or Little Umzimkulu, joins the main stream,



VIEW ON UNZIMKULWANA RIVER

amidst a wealth of trailing creepers and tall trees, through whose tangle, boulders of mammoth size crop out. On either hand, the hills approach the stream; their castellated cliffs adding grandeur and beauty to the locality. Bushbuck and leopards are said to roam the forests, while a variety of small deer and game birds are to be had in plenty. Disembarking from the boat on the left-hand side of the river, the visitor, after a short walk, will find himself in a forest strewn with masses of snow-white marble. In places where the earth has been removed he can walk on a white marble floor, through the crevices of which, tall trees stretch their trunks to a fair height, their intertwined branches forming a canopy of shade.



QUARRYING BLOCKS OF MARBLE, UMZIMKULU.

Ingram

It is no trifle in the way of luxury, to ramble through these marble halls of Nature, and revel in the beauty primeval, which is so abundantly spread out on every side. The forests, as far as timber is concerned, are not of very much account, but they serve to enhance the charm of the scenery.

The productions of this district are similar to those of Umzinto. the last-mentioned, but it is within the scope of possibility that they will be considerably added to in the near future. Passing on, along the coast towards Durban, the next points of interest likely to fix the attention of a stranger, are the little harbours of Umzinto, Scotburg, and Tituana. Cargo can be discharged and landed at these points, and possibly something will be done in time to establish a regular and

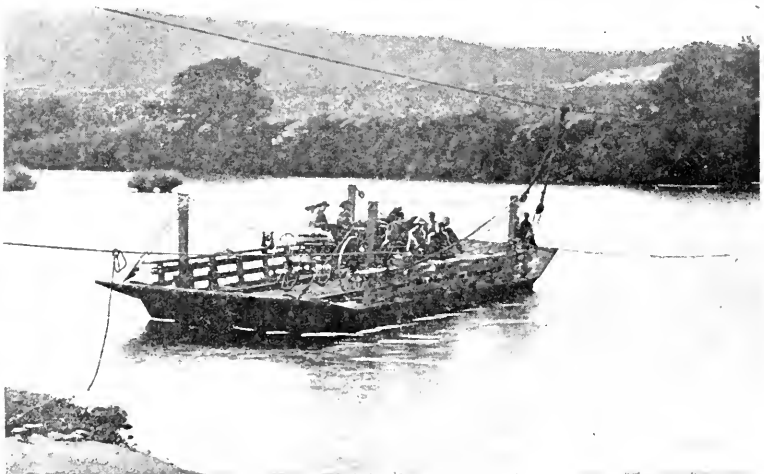


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MOUTH AND HARBOUR OF LMKOMAS RIVER.

lucrative coasting trade between them and Durban. The Umzinto coast district has its full share of the general fertility and beauty of Natal. Park Rennie, just inland of Tituana Bay, is one of Nature's triumphs. Here the worthy dame has evidently taken lessons from man, and of her own accord has planted and arranged a park. The meadows are covered with short, carpet-like grass, and studded with lilies and other wild flowers in great variety. At frequent

intervals clusters of trees are placed, tiny rivulets meander through it; and amongst the cattle of the settlers of the adjacent village of Umzinto, wild deer, turkey-buzzards, ibises and cranes move about in a state of complete concord. Three miles further inland the Umzinto Sugar Company's Estates are located, together with the residences, farms and plantations of many well-known and widely respected colonists. When in due course the sugar industry comes within the scope of these pages, the importance of the manufacture will be recognised. The occurrence of gold formations at Umzinto has been talked of for years. Now and again, rich "pockets" of alluvial have been discovered, and reefs and leaders



PUNT OVER UMAOMAAS RIVER.

Ingram

whispered of. There is no doubt that the metal does occur, but whether in payable quantities or not can only be declared after sufficient test. As yet, the peculiar geological formation of the district is but imperfectly known. Should the port at Umzinto ever be properly opened, it would tap a large coast area.

Umkomaas River and Port next claim attention. The river is not remarkable for its scenery, but it ranks next to Umzimkulu as a harbour. There are in the district several estates and scattered farms.

Umko-
maas.

A few miles from the mouth of the river is an old established hotel. Good boating and fishing are available. Higher up the river, the scenery becomes broken and wild, and game in season abound. Amongst the tumbled mountains and valleys an enjoyable trip can easily be made. A good road traverses the whole of the country, and a punt, for the convenience of traffic, crosses the river near the hotel.

Heading now finally for Durban, the coast begins to show more signs of life and habitation. Instead of the stray dwellings which at rare intervals further south greeted the sight, numerous homesteads come faintly into view, and plantations are more frequently visible from the sea. Isipingo, with its False Bluff, is passed, and, rising apparently out of the ocean to the northward, Natal's most familiar landmark, the Bluff Proper, or Cape of Natal, comes into view.



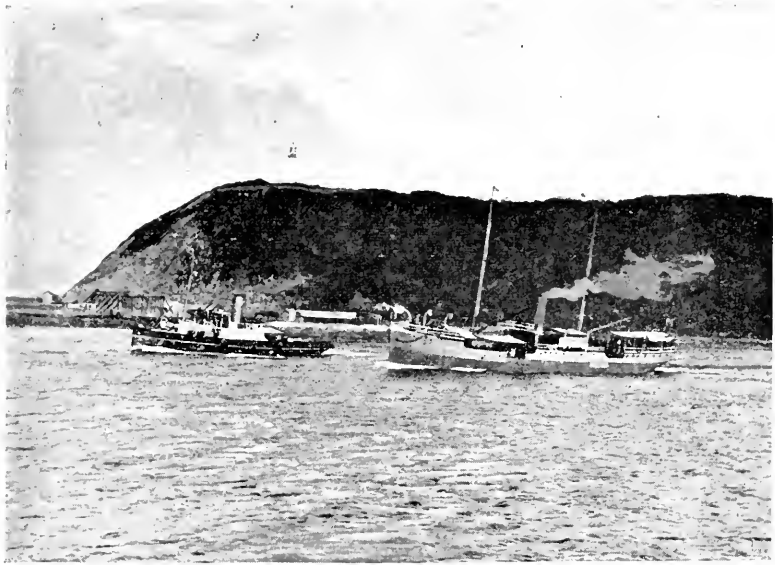


SECTION VIII.

THE BLUFF, HARBOUR, AND BAY.

THE headland which overlooks the harbour of Natal is crowned with a lighthouse, signal station, and flag staff. Should an enemy's fleet of warships ever attempt an attack on this ridge it will find that it has caught a "Tartar," for there "in grim array stand waiting Natal's staunch champions," in the form of two batteries of modern garrison guns, whose metal and range may well be left to themselves to declare, should occasion ever require it. With panorama-like beauty, the view changes as the steamer sweeps on, until the bold headland has assumed that appearance which warrants its name. The southern slopes are covered in dense bush, where another battery will shortly be erected, and that in a locality most difficult of discovery by an enemy at sea. The invasion of Natal is a far off and almost impossible contingency, but "forearmed" is the motto of wisdom, and here it is exemplified. The crest of the Bluff range is 211 feet above high water level. The lighthouse, which is built of iron, is eighty-one feet in height, giving the light an altitude of 292 feet above the sea at high water. The tower is situated in Lat. $29^{\circ} 52' 40''$ South, and Long. $31^{\circ} 3' 50''$ East. The light is a revolving one of the second class (dioptric), attaining its greatest brilliancy once every minute. It is visible for twenty-four miles at sea, in clear weather, and was first exhibited on the 23rd January, 1869. There are many other conveniences and facilities at this point for the use of shipping, such as a signal station, and semaphore, fitted for use by day or night. These are in touch with the Port Office on the other side of the Bluff Channel.

While dealing with this point, and before leaving it for the wider field of travel, it may interest tourists to know that it is a popular holiday resort. The glade-like roads, with glimpses on one hand of the open sea, and on the other, of mountain and forest, bay, island, and town, form a scenic combination,



Cany

THE BLUFF, NATAL

hard to equal elsewhere. All kinds of sweet wild flowers thrive in the forests, small game still hold their own, despite the local sportsmen. Black-faced monkeys occasionally gambol from tree to tree, and valuable and pretty shells strew the beach near the cave rock. A small restaurant is to be found here, where the "inner man" may be refreshed, while the genial "old salts" who are in charge of the stations are noted for the kindness with which they greet the stranger.

Bringing the eye back from the Bluff heights, the tourist, assuming that he be still at the outer anchorage, will see before him the entrance to the harbour, with its two celebrated piers or breakwaters. Probably no one who has enough interest in South Africa to read its history or its journals

Harbour and Bay.

can be ignorant of the importance attached by the Colony and the shipping world to these two structures. In the old days the open channel between the sandspit on the north and the bluff on the south was barred by a submarine belt of sand, over which the sea at times broke heavily. Vessels, especially sailing craft, were in great jeopardy in crossing it. These two breakwaters were and are being erected to do away with this sand bar, which at the present time is a mere trifle to what it was some years ago. Nowadays vessels of large tonnage can, under favourable circumstances, steam as easily into the Port of Natal as into the Cape Town Docks. The day upon which these lines were penned saw a vessel of 3,000 tons come into the harbour and moor alongside the wharf without the



Middlebrook

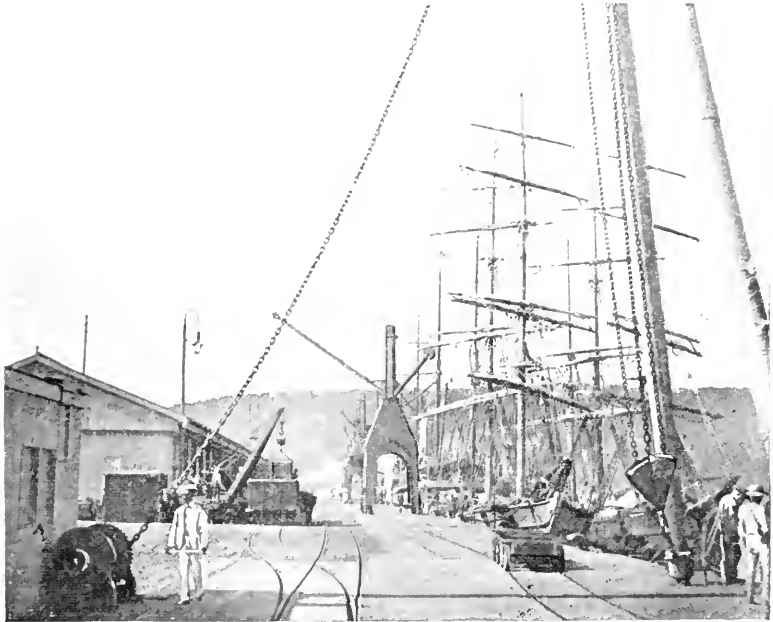
ENTRANCE TO HARBOUR, DURBAN

slightest difficulty. The length of the pier to the northward is 2,905 feet, while the breakwater on the south or bluff side of the channel is 2,550 feet. The channel between them is about a quarter of a mile broad, and sweeps from the open

sea into the land-locked bay, which has an area of seven and a half square miles of open water.

Before crossing the bar it is necessary to take a general or bird's-eye view of the whole locality. North of the Bluff Range, which trends away to the westward, merging into the Wentworth Hills, is a beautiful combination of mountain scenery, which semi-girds the bay. Close at hand, the

General View.



Stephens

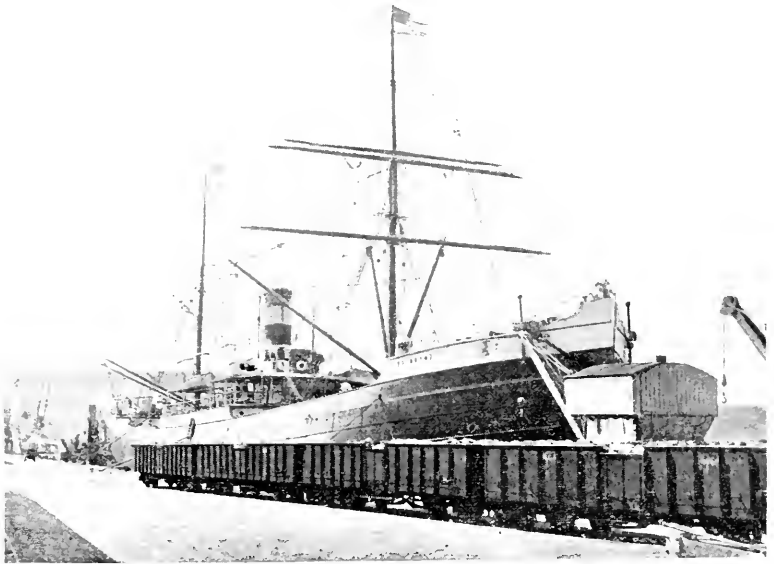
MAIN WHARF, POINT, DURBAN.

Wharves, Shipping, Port Office, Railway Station, Custom House, and a goodly number of other structures occupy the end of a tongue of land about two miles in length, which is covered with buildings and known as Addington.

From the sea, but few signs of the town of Durban are discernible, save the towers of the Town Hall, Roman Catholic Chapel, and the roofs of one or two lofty buildings. Later on, the fact that a goodly city lies hidden behind the beach range of bush, will be amply demonstrated. Past the

town, and showing clearly in the middle distance, is the Berea range, with its remnants of primeval forest, amongst which, beautiful gardens can be found. Numerous stately villas, cottages, churches and public edifices are built along its thoroughfares. This is the residential suburb of Durban. Beyond it the park-like slopes and hills of Durban County spread westward. To the north, the more open country of Victoria County, covered with sugar-cane fields, and the bold bluffs of the Inanda Range are visible. Along the coast there is but little to be seen, as no harbours of any account occur between Durban and Delagoa Bay.

The general impression of the view from the outer anchorage



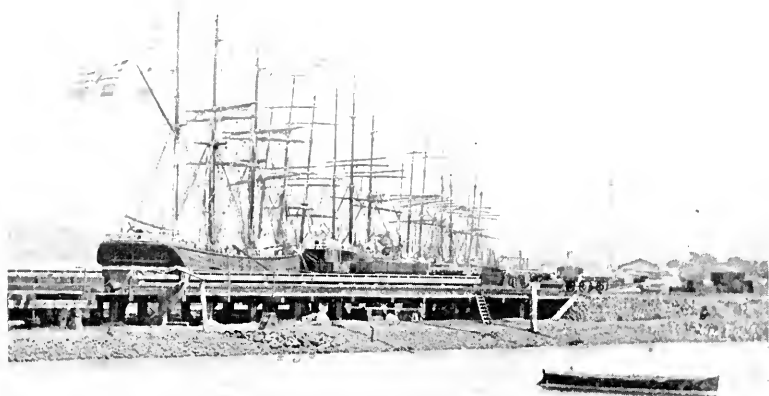
Ingram

MAIN WHARF, POINT, DURBAN.

is a pleasant one, set as the prospect is, in a frame of blue sea and many tinted clouds.

Wh. 1000 The passage of the bar having been effected, the stranger will find himself in the midst of a busy scene of commercial and maritime activity. The wharves with their long lines of

sheds, hydraulic cranes, shear-legs, ceaseless processions of trucks, puffing engines, busy clerks, labourers, coolies and sailors, convey a fair idea of the business importance of this



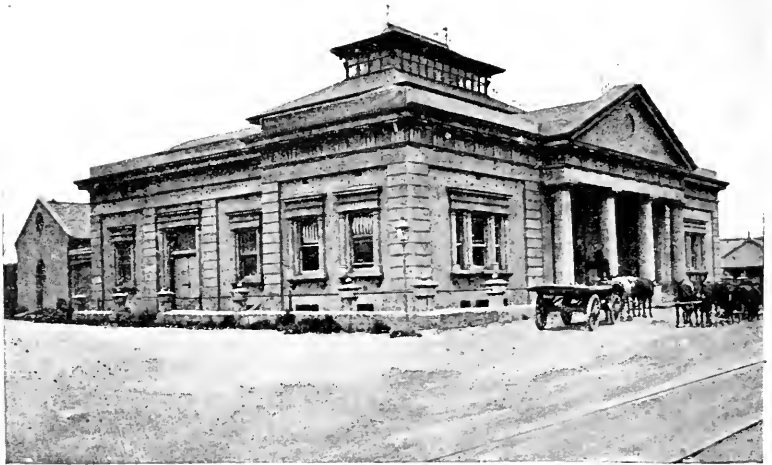
Telegram

ST. PAUL'S WHARF, DURBAN.

centre. Smart Customs officers promenade the wharves, in constant watchfulness, and while the honest stranger will receive every consideration at their hands, any attempt at smuggling will meet with its just punishment. The main or steamer wharf is a solid timber structure 1,800 feet in length, fitted with lines of rails for hydraulic cranes and trucks; the former with lifting capacities of 30 cwt., are movable, to suit the convenience of steamers. With their long iron arms, they lift heavy cargo at the rate of 200 tons per day from each hatchway and deposit it safely in the trucks with one sweep, whence it may be whirled away to the great trade and mining centres in the far west and north, where coal, gold, silver, copper and other precious articles are being daily

brought to the surface, or ground floor of this vast African treasure house. Behind the lines of railway, wharf sheds with lofty, wide-spreading roofs, serve as storing places. Behind these, again, are other lines of rails, so that the sheds may discharge their contents from both sides at once, into the capacious trucks waiting to receive them.

Before leaving the wharf the general facilities for the discharge of cargo may be stated. It is no unusual event for a vessel of large tonnage to arrive in the harbour, discharge 2,000 tons of cargo, take on board 700 tons of Natal coal, together with other merchandise, and clear within three days.



CUSTOM HOUSE. POINT, DURBAN.

In this work, all along the wharf, there are on an average about 900 coloured labourers and 200 whites employed. These numbers do not include sailors or railway employées. The bustle of the scene is much enhanced by the general hubbub of screaming whistles, clanking chains, and rumbling wheels, and the tourist will be fain to admit that in visiting Natal he has by no means placed himself beyond the hurly-burly of

the busy world. Despite Africa's heat, and the lassitude which is supposed to be a distinguishing trait of the country, there is a vast amount of vital energy left in the Colonial character, which shows itself in a marked manner in connection with business.

Still further back from the inner line of railway, on the wharves, there is a broad macadamised road, fronted on the landward side by the compact Custom House, with its stone columned front, commodious Long room and other offices. Lower down this road are the quarters of the Port Office, the Port Captain's "Look-out," and the Harbour Board.

The establishment of the harbour consists of a Port Captain, several Pilots, Wharfmaster, Customs Department, Captains, Mates and Crews of Tugs, Signalmen, and Water Police.

The next wharf to the main, is named St. Paul's; it is also a busy centre of activity, for here the sailing vessels which visit the harbour, discharge their cargoes of railway material, timber, flour, paraffin, etc. Here, again, long lines of trucks are in evidence, and huge piles of merchandise are daily borne off to their various destinations. The tall forest of "spars"



VIEW ON DURBAN BAY.

and "yards," the maze of rigging, combined with the odour of tar, serve to recall pleasing memories of the old days of sea-faring romance, when

"Ships were ships, and ranged the seas
Obedient to the winds."

Lying in goodly rows, double banked and linked together, they present a striking appearance with their many-coloured bunting, amongst which the flags of all nations may be recognised.

In addition to these two wharves, there is a landing stage for passengers from steamers, and a ferry boat jetty, where pleasure boats of all sizes may be hired. Steam yachts and



BAY AND ISLANDS, PORT NATAL.

tugs are available to take excursionists over the bar, on fishing trips. Inside the bay, disciples of the rod can find ample sport; bream, shad, rock-cod, Cape salmon, and a great variety of other fish abound. Pleasant picnic journeys can be made to the island in the bay, or to the bluff and Congella, all of which places are within easy reach.

In connection with the harbour works there are extensive improvements in progress. A new quay of dressed stone, 500 feet in length, bedded thirty-one feet below low water

mark, will shortly be completed. Dredgers are hard at work deepening the inner bay, bluff channel, and bar. Further up towards the town, an extensive scheme of land reclamation is being carried out. A training wall has been built, and over fifty acres of valuable land have been added to the shore. It is estimated that this area of ground is worth £800 per acre. It is the intention to continue the wharves right up the bay to the town.

Leaving St. Paul's Wharf and returning to the other, the extent of the business life of the "Point," as it is called, is realised when the Alexandra Hotel, the Seamen's Institute, the Criterion Hotel, the Railway Station, Electric Offices, and the long rows of business premises are passed.

On the beach facing the sea, another battery of modern garrison guns is placed for the protection of the Port.

By the time this tour of inspection is over, night begins to creep up, and the bay, which lies spread out for miles to the westward, has changed from blue to grey. The distant hills of Wentworth have vanished in the haze, while darkness for a moment only, settles on the wharves. With a flash the long tiers of electric globes shed out a perfect flood of dazzling white light, and the work of the Port proceeds as usual.

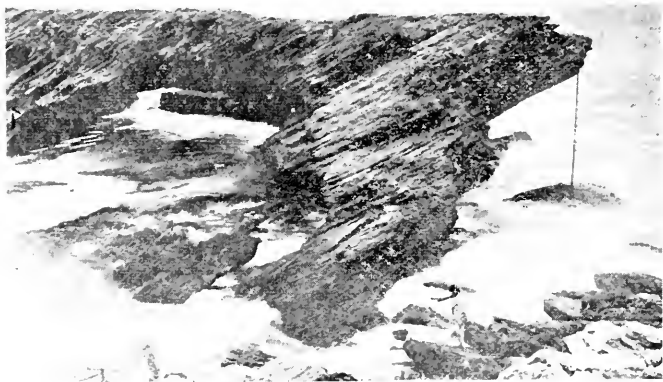
It would be unjust to close this section without making special reference to the eminent services rendered in connection with the Harbour by the Hon. Mr. Harry Escombe, Q.C., M.L.A., who, on his retirement from the chairmanship of the Harbour Board (consequent on his assumption of office as Attorney-General), a position which he had held for over thirteen years, was the recipient of a minute from the Government, the tenour of which was endorsed by the Hon. the Secretary of State for the Colonies.

In this minute it was clearly set forth that during the long period of his gratuitous service to the Colony, he had devoted his time and energy to it, without stint or recompense. In forwarding this minute to the Hon. the Secretary of State, His Excellency the Governor expressed his entire concurrence with the views of the Ministry, and stated that

when Mr. Escombe undertook his duties, the average depth of water on the bar at Durban was twelve feet. At the end of 1894 the Union S.S. "Gaul," drawing 19 feet 6 inches, and measuring 7,744 tons, was successfully brought into the Harbour, and the S.S. "British King," measuring 405 feet between perpendiculars, was safely berthed in Port.

In reply, the Right Hon. the Marquis of Ripon stated he had not long been in office before his attention was attracted by the record of Mr. Escombe's unfaltering perseverance in the matter of the improvement of the Durban Harbour.

In view of this record, it is but fair to say that as long as the Port of Durban exists, the name of Mr. Escombe will be remembered with gratitude.



Muddlebrook

THE CAVE ROCK, BLUFF.



SECTION IX.

DURBAN.

LEAVING the Point, a trip of two miles either by train Addington. or tram lands the traveller in Durban, by way of Addington, which is now merged into the town. This suburb, if it may be so called, possesses its own centres of attraction. A substantial Masonic Lodge, several churches and many stores have been erected, while the Government Hospital is placed on a ridge overlooking the sea, in its vicinity.

The town of Durban is located on the plain which lies Durban. between the bay, the Berea, and the sea. It was founded on the 23rd June, 1835, and was named after Sir Benjamin D'urban. At that time the spot was a mere aggregation of sand hills and bush. In the fifty-nine years of its life, it has progressed wonderfully, considering all the disadvantages with which it had to contend in its earlier years. At the present time the rateable value of the borough is £2,812,170. It is usually described as one of the most English-like towns in South Africa. Whether this be so or not matters little, for the fact remains that it is a busy, bustling and prosperous centre, conducted by a community of clear-headed, keen and enterprising men of business. The result is apparent in the broad, well-hardened streets, the solid blocks of mercantile houses, the complete list of necessary institutions, and the high standard of social life. No Colony could desire to have a better keystone to its structure, than the seaport of Natal is to Natal, and no keystone could be of more practical utility in its place than Durban is in the economy of the Colony.

It plays a part which is felt throughout the land, and is destined to play a yet more important rôle, when the harbour



DURBAN, FROM BEREA

and railway systems of the Colony are completed. The palatial Town Hall, which graces the centre of the town, was completed on the 28th October, 1885, at a cost of £50,252, and is lighted throughout by electricity.

The tower is 164 feet in height, and contains a large clock with bell and chimes. Towards the end of 1894 a handsome organ was erected in the main hall by the Corporation. This instrument together with the one in the Maritzburg Town Hall are almost similar, and are the best in South Africa.

The streets of the town are laid down at right angles, and the three principal thoroughfares are lined with well-built stores, shops and hotels. Amongst its institutions are the Corporation, the Chamber of Commerce, Trade Protection Society, Fruit Growers' Association, Young Ladies' College, Public Schools, Club, Museum, Library, Permanent Building Society, Literary and Political Associations, Freemasons', Foresters', Oddfellows', and other friendly societies, British and Foreign Bible Society, Choral Unions, Racing and Athletic Clubs. Luxurious Public Baths have been constructed; a Volunteer Hall, a Gymnasium, a Theatre and many other places of public resort are in evidence; while places of worship for nearly every denomination are liberally endowed and supported.

Amongst the public companies having their offices in Durban, there are the Natal Land and Colonization Company Limited, Natal Central Sugar Company Limited, the Umhlanga Valley Sugar and Coffee Company Limited, the Eastern Telegraph and Submarine Cable, Lloyd's Agent, Lloyd's Surveyor, Bureau Veritas, Reuter's Telegraph Company Limited, Life and Fire Insurance Companies, Landing and Shipping Agencies, Ocean and Coast Lines of Steamers, Trolley and Coal Companies. The Standard Bank of South Africa Limited, the Bank of Africa Limited, the Natal Bank Limited, and the African Banking Corporation Limited have also substantial offices in the main thoroughfares. In addition to these, there are several limited liability mercantile houses. Two old-established newspapers are published in the town; the morning journal named the "Natal Mercury," founded in 1852, and the "Natal Advertiser," which is published in

the evening. The former journal has lately established a type foundry, and manufactures its own printing material. A paper called the "Weekly Review" has lately been added.

A perfect tram system serves the town and its suburbs. Starting from the Point, the complete circuit of the sights of Durban can be enjoyed. The line traverses West Street from end to end. At the Field Street crossing it branches along the Florida Road. Continuing from the corner, it passes out of the town in a westerly direction, over a plain and up the Berea, thence along the Musgrave Road.

An extensive sewerage scheme is in course of progress, and when completed will be a most important adjunct to the health and comfort of the borough. The cost of this scheme is estimated at £100,000.

Water-works.

In the matter of Waterworks, Durban is particularly favoured, it having two main sources of supply. The first, or Umbilo system, is capable of serving the town with an abundant supply. The reservoir has a capacity of 40,000,000 gallons, and is situated about 800 feet above the sea level. The other, or Umlaas system, has been carried out at a cost of £130,000, and is capable of supplying the town with 7,000,000 gallons of pure water per day. The works are extensive, and comprise 2,560 yards of tunnelling.

Mr. J. F. E. Barnes, M.Inst.C.E., who has since been appointed Engineer of the Public Works Department, is to be specially credited in connection with Durban's water supply, as it was during his period of office as Borough Engineer that the Umbilo scheme was successfully established.

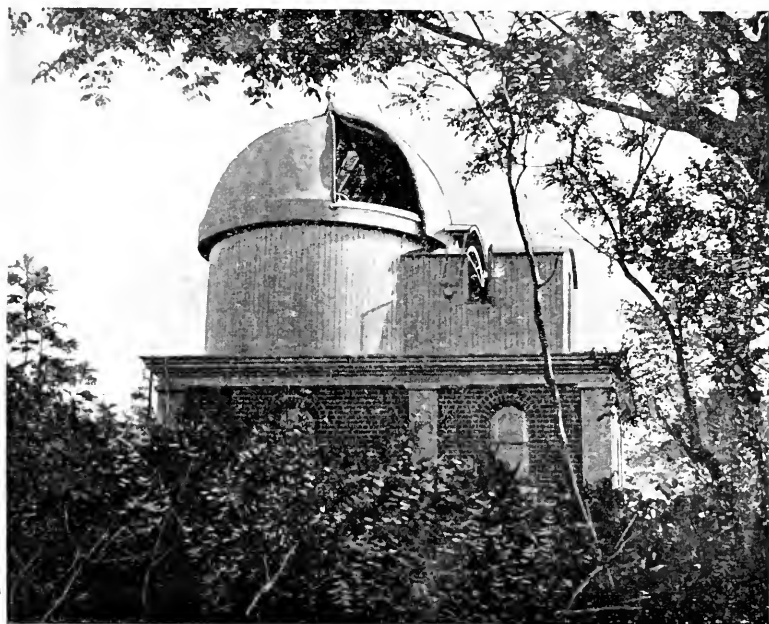
The Observatory.

The Natal Observatory is situated on the upper slope of the Berea, immediately above the Botanic Gardens, at a height of 260 feet above the sea.

The Observatory consists of a simple rectangular brick building carrying a dome fourteen feet in diameter, sheltering a fine eight-inch equatorial refractor, and a small transit room containing a three-inch transit instrument. Each of these instruments is supported on substantial concrete piers which raise them twelve feet above the surrounding surface. Attached is a room for the use of the Astronomer, a temporary

computing room, and a room for the clocks and electrical fittings. There is a first-class mean time clock by Victor Kullberg, and an excellent sidereal clock by Dent, besides chronometers and other accessories. On the lawn to the north-east is a magnetic room carrying a small magnetic instrument for determining the variation of the compass, whilst a similar small detached room on the east contains the principal meteorological instruments.

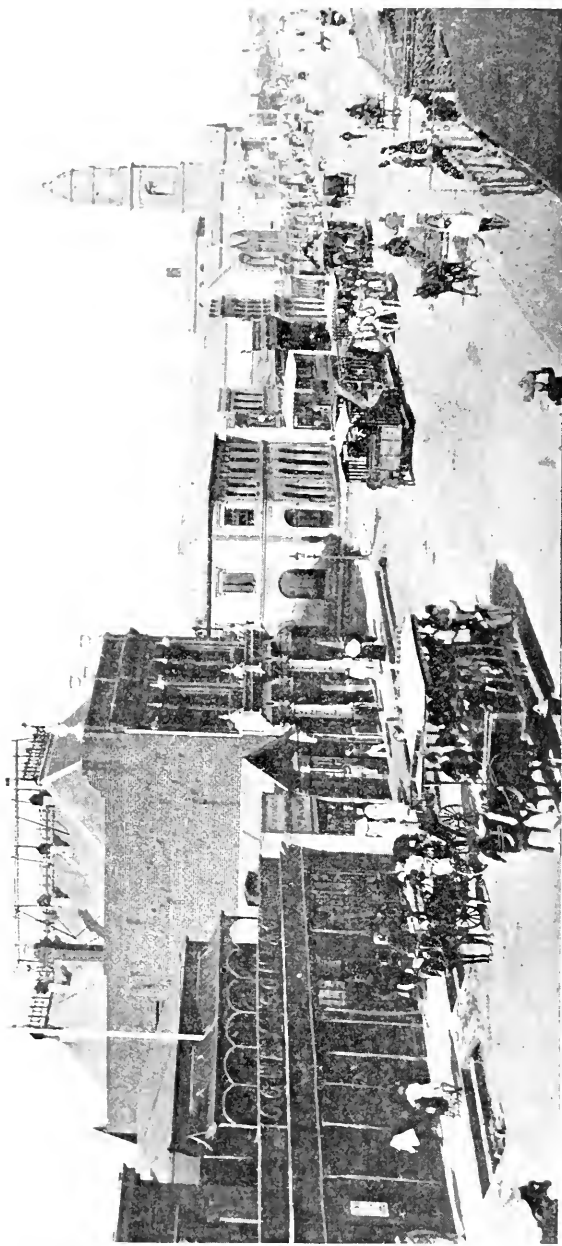
The Observatory was founded mainly through the exertions



Ingram

THE OBSERVATORY, BERA, DURBAN.

of Mr. Escombe, who presented it with the fine equatorial telescope, whilst Mr. Greenacre, Mr. Randles, and others subscribed towards the cost of the original buildings. The Natal Government voted £500 on condition that the Observatory was ready to take part in the observations of the Transit of Venus in December, 1882, and the Durban Corporation voted a sum of £300 towards the cost of the buildings.



CENTRAL WEST STREET, DURBAN.

Middlebrook

Everything was sufficiently advanced in time for the Observatory to take part in the observation of the Transit on December 4th, and to furnish a most valuable contribution towards the determination of the solar distance.

In January, 1883, the Natal Government decided to take over the Observatory and carry it on as a Government Institution, upon which footing it has remained ever since.

The primary aims of the Observatory is to maintain the time of the Colony, and to investigate the climate of the Colony and the conditions which affect and regulate the changes in the climate, but at the same time it is desired that there should be utilised such opportunities which present themselves for contributing to the advancement of the science of Astronomy, by making those special researches which cannot be undertaken at the larger Observatories owing to the pressure of routine work.

With this intention, a long series of observations of the moon and a spot on its surface were made during the years 1883-85, with the double view of finding a better method of determining its position in the heavens and the laws regulating those small changes in its regular rotation on its axis due to the attraction of the earth. Similarly, a long series of observations were made during the years 1884-88 with the view of accurately fixing the position of the Observatory on the surface of the earth, an important factor in the geodetic survey of South Africa, and an important contribution to the study of the exact figure of the earth. During 1889-94 a similar series of observations were undertaken to furnish the data for better connecting the observations of the stars made at Observatories in the Northern and Southern Hemispheres. During the same period a long series of calculations have been made for reducing the series of Durban Tidal Observations, so as to obtain the data for predicting the tides, and for improving our knowledge of the internal structure of the earth.

In connection with Meteorology much has been learnt of the climate of Durban, but it is only of late that subsidiary stations have been founded at twelve other places in the

Colony, with the view of extending the results already obtained with regard to Durban over the entire Colony.

The mean value of the principal meteorological constants for the last nine years are as follows:—

TABLE OF MEAN VALUES.

Year.	Mean. Barometer. Inches.	Mean of Temperatures.			Mean. Moisture. Grains.	Mean. Rainfall. Inches.	Mean. Wind Force. Units.	Mean. Cloudness. Per Cent.
		Max. °	Mean. °	Min. °				
1885	30.123	81.35	71.28	60.02	5.90	34.48	1.25	47.0
1886	30.108	81.09	71.90	61.08	5.91	31.79	1.24	48.0
1887	30.133	80.26	70.78	60.19	5.68	31.87	1.41	47.0
1888	30.103	81.40	71.68	60.69	5.88	37.74	1.18	52.0
1889	30.123	82.54	72.84	62.07	5.98	29.98	1.48	45.5
1890	30.106	82.40	72.80	61.90	5.80	32.90	1.29	47.5
1891	30.120	80.71	71.41	61.52	6.08	45.45	1.28	50.1
1892	30.066	80.69	71.90	62.01	6.10	38.37	1.38	50.9
1893	30.098	78.70	70.95	61.10	6.20	71.27	1.32	50.9

The average rainfall for the last twenty years is 39.48 inches, distributed over the year as follows:—

January	...	4.74 inches.	July	...	1.51 inches.
February	...	4.70 "	August	...	2.14 "
March	...	4.53 "	September	...	2.77 "
April	...	2.51 "	October	...	4.07 "
May	...	1.81 "	November	...	5.25 "
June	...	0.92 "	December	...	4.53 "

Disregarding light showers, the average number of rainy days in Durban is forty-one during the summer, or September to March, and twenty during the winter, or March to September. Generally, the rain falls during the evening, beginning about sunset. The number of thunderstorms averages eight during the summer and six during the winter months, they rarely occurring during June, July and August, but not unfrequently during May, September and October.

The corresponding details for other places in the Colony are:—

	Rainstorms.			Thunderstorms.			
	Summer.	Winter.	Year.	Summer.	Winter.	Year.	
Stanger	...	29	16	45	4	3	7
Verulam	...	38	25	63	6	6	12
Richmond	...	33	20	53	8	3	11
Ixopo	...	62	28	90	24	8	32
Harding	...	43	23	66	6	2	8
Port Shepstone	...	80	26	106	14	7	21
Umzinto	...	75	24	99	14	10	24
Maritzburg	...	61	32	93	16	4	20
Creighton	...	47	22	69	18	6	24
Estcourt	...	56	25	81	16	6	22
Ladysmith	...	28	11	39	26	7	33
Newcastle	...	52	21	73	23	5	28

Of late years the number of thunderstorms occurring on the coast districts of Natal has undergone a marked diminution, especially in the neighbourhood of Durban, where they are scarcely half as common as twelve years ago,



WEST STREET, LOOKING WEST, DURBAN.

Mullerbroos

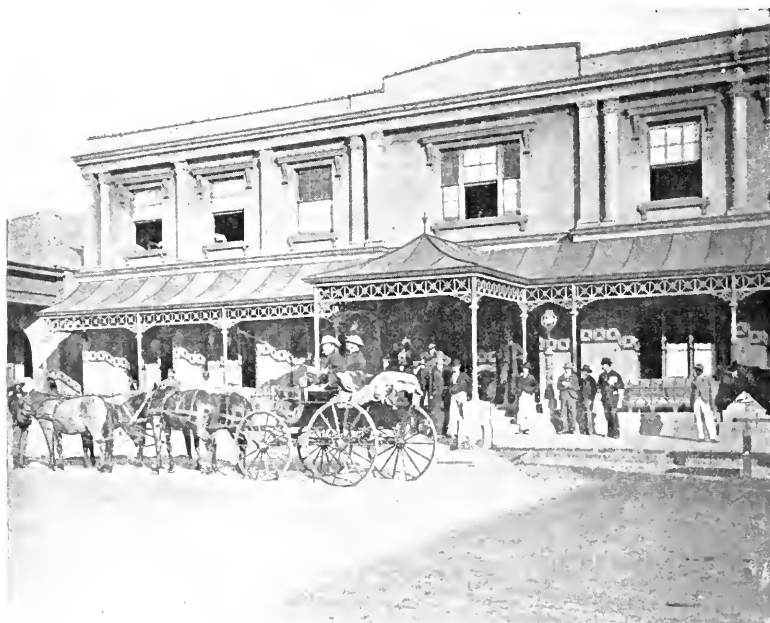
and scarcely a third of the number which used to occur twenty-five years ago.

The Observatory is in 2 h. 4 m. 1.18 s. East Longitude from Greenwich, and in $29^{\circ} 50' 47''$ South Latitude, and the time kept all over the Colony is Durban Observatory mean time, which is 2 hours 4 minutes in advance of Greenwich time.

On the slope of the Berea, below the Observatory, are the Government Laboratories and Assay Furnaces, where there are carried out all the chemical analyses and assays required for use in the various Government Departments, the most important being those connected with the Administration of Justice, the Department of Mines, and the examination of the various powerful high explosives passing through the Customs.

Government
Chemical
Labora-
tories.

It would be superfluous to further particularise the details of the town, for any visitor, on landing, will not have the slightest difficulty in obtaining all he may require, in the way of accommodation or information. Should he be in search of employment, the way is open. If the acquisition of land is his object, application to the proper authorities will bring forth all the information he may need; but should it be health or scenery he is in search of, it is about him everywhere. As a health resort, Durban is in winter as nearly perfect as possible. The mortality of the borough varies from fifteen to twenty-three per 1,000. This is low, and at the same time it should be borne in mind that many of those who have added to the list, are casual visitors from the east



DURBAN CLUB.

coast fever regions, where privations have worn them down and driven them to take refuge at this place.

The
Railway
Station.

Not the least imposing structure in Durban is that portion of the new Main Railway Station which is completed.

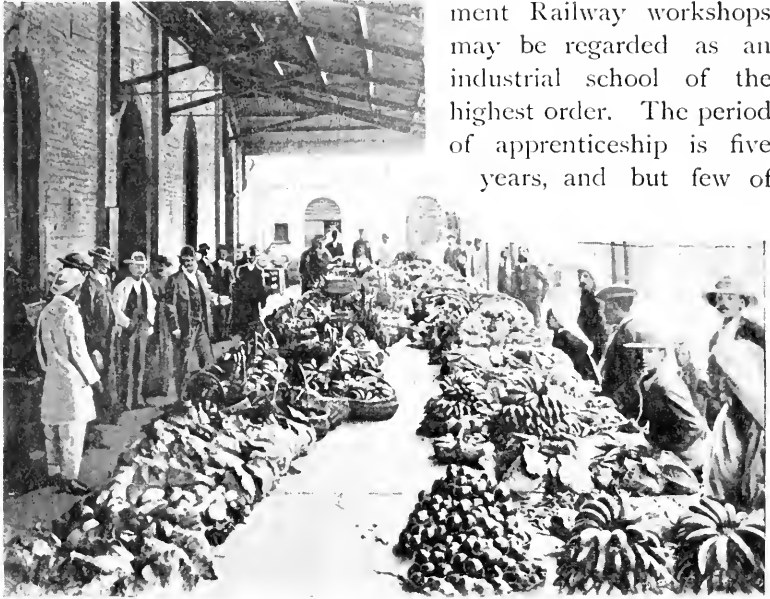
As usual in Colonies, the useful precedes the ornamental. Following this rule, the authorities have pushed on with the main arch, which contains platforms for four trains. The clear span of the roof is 105 feet, and it is 210 feet long. This great arch is carried on brick walls, 20 feet high at the side, the height of the centre of the roof being 56 feet. The two platforms are 350 feet long by 25 feet wide, having three lines of road between them and two lines on each side. The new station buildings, for which designs have been prepared, but the construction of which has not yet been authorised, will be adjacent to the shed, with a frontage of 117 feet to Pine Street and 127 feet to Railway Street. The main entrance to the booking office, etc., will face the Town Hall, while the passenger exit will be into Railway Street. The building, which is to be double-storied, will have on the ground floor a booking hall, 46 by 38 feet, waiting rooms for first and second class passengers, lavatories and retiring rooms fitted with the most modern conveniences. There will also be suitable cloak rooms and parcels offices, together with a spacious dining room and refreshment bar.

The upper floor will afford all the necessary accommodation for the General Manager's and other Departmental offices.

Adjoining the main station, and on the north-eastern side of the line, are situated the locomotive, carriage, and wagon workshops of the Natal Government Railways. They cover a large area of ground, and contain within their limits every department connected with the construction, repair, and renewal of all rolling stock. When it is stated that 450 Europeans (men and boys), 200 Indians, and forty Kafirs are employed here, that the whole stock of the Railways, comprising 91 engines, 1,337 wagons, and 204 carriages are dealt with, some idea of the proportions of the department may be grasped. These workshops constitute not only the most extensive labour employing institution in Natal, but from their precincts a large majority of the trained tradesmen of the Colony proceed to their various spheres of usefulness throughout South Africa. On an average, there is about one apprentice to three journeymen. Admission for training is much sought

after for the sons of the working classes, as the technical education obtained here is said to be more regular and accurate than is possible in a smaller establishment. In this

sense, the Natal Government Railway workshops may be regarded as an industrial school of the highest order. The period of apprenticeship is five years, and but few of



FRUIT AND VEGETABLE MARKET, DURBAN.

Caney

those who have had their training here are ever at a loss for employment in the future. The department is divided into sections, each of which is devoted to its own particular work.

Commencing the tour of inspection at the boiler shop, the visitor may see huge sheets of copper and steel in course of treatment for conversion into boiler plates. Machines for bending the metal to the proper lines of curvature are ranged on one hand, and drilling machinery on the other, while on one side of the building stand, side by side, long lines of boilers in various stages of completion. This building measures about 100 by 50 feet. Twenty feet verandahs are added on each side. Overhead there is a crane with a lifting capacity of ten tons. This runs on overhead rails, and removes the heavy boilers from place to place as though they were mere

egg-shells. In addition to making boilers, they are here carefully tested and examined prior to being passed on for further additions.

The next department is that of the blacksmith, where the usual routine of that class of work is carried out. There are four steam hammers here, each with a striking power of one ton. In convenient places at the ends of the building are placed two furnaces for smelting scrap iron. Thirty fires and anvils in various positions are used for the production of all smith work and wrought iron forgings in connection with the completion of the complex machines, so familiar to the travelling public. The fires are kept roaring by two "Roots" blowers. Close to these confined wind producers there is a hot iron saw. In all the furnaces and fires throughout the



VIEW OF JUBILEE FOUNTAIN AND TOWN HALL, FROM GARDENS, DURBAN.

works, Natal coal is used and a considerable saving thereby effected in the finances of the department.

The pattern shop is a particularly interesting sight. Within

its limits all models are made in wood, prior to being forwarded to the foundries to be cast in iron or brass. After use, the models are stored on an upper floor for future occasions. The place is fairly packed with huge wooden cog-wheels, curious angles and forms, and delicate works of all kinds. Being constructed of well-seasoned wood, they seldom warp, and once made, last for ever.

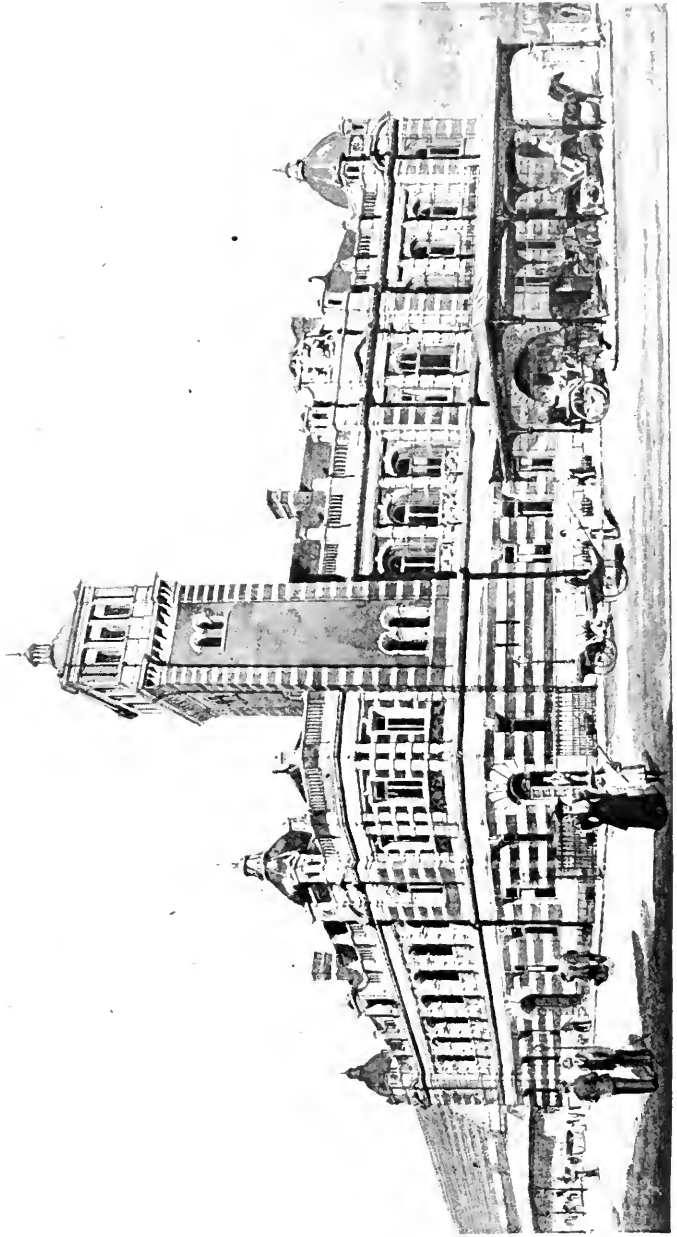
Leaving the pattern shop, the foundry is next visited. This department is in two sections, one devoted to iron casting, the other to brass and white metal. No matter how large, how small, or how intricate the work of this kind, it can be done here with absolute precision, railway wheels alone excepted.

The wheel shop next claims attention. In this department the imported wheel is dressed, and the huge steel axle pressed into its place by special hydraulic machinery. The usual apparatus for grooving key seats are ranged in their due places. These are used both on the wheels and axles. It is interesting to watch the accuracy with which they cut and gouge the key seats of the axles, upon which the safety of passengers so much depends.

The tin and coppersmiths' shops are in close proximity. In these shops all the lamps used on the railway are made and repaired, while steam pipes and items of that class are manufactured on the spot.

The spring department follows. Here all springs are tempered, dressed and set. Specially constructed furnaces for evenly heating the narrow steel plates are located in the end of the building. The testing of springs is also most critically carried out here, and if travellers could but see what care is taken to avoid a breakdown or the slightest inconvenience on the road, the immunity from accidents enjoyed on the Natal railroads would be better understood.

In the machine shop the sightseer will meet with a surprise, for amidst the buzz of wheels, the humming of belts, and the long vista of lathes, iron planes, drills, and such like inventions, he might easily imagine himself in some much older establishment. In this place the delicate fittings of white metal, copper, brass, steel, and iron are trimmed, drilled, turned,



CENTRAL STATION, DURBAN.

polished, and finished. Every department of metal work in connection with locomotives, wagons, and carriages is completed here. The whole of the machinery is driven by a vertical double cylindrical engine, made by that excellent firm of engineers, Messrs. Mitcheson and Kollhbrunner, of Umgeni, Natal.

The erecting shop follows in natural sequence. In this place engines are dismantled, defective parts sent off to the proper quarters to be renewed or repaired, and when completed are re-erected.

The running shed is where the engines are placed to be got ready for final testing, whence they are sent out on their trial trip. After this has been satisfactorily accomplished, they are considered fit for working trains, and, in consequence, are handed over to be stabled in this shed, where they are cleaned, coaled, watered, and the fire kindled in due time to have a full head of steam on, when the time arrives for them to leave the shed to couple on to their train.

A large engine when standing in this place, finished and ready for the road, is worth £2,500, and weighs 45 tons.

The sight of the long lines of polished and finished machines, as they stand awaiting the orders of their controllers, is indeed an interesting spectacle. A peculiar romance attaches to them, for are they not, as it were, pioneers? Each one standing on the fringe of civilisation, and prepared at a touch to speed out and bear with it the blessings of advanced culture to the very heart of the wildest land on earth.

Leaving the metal department for the wood-working shops, the next point visited is where carriages, wagons, brakes and such like are made. Here in the saw mill, wood-working machines of various descriptions buzz and shriek. The air is filled with fine drifting sawdust, and dimly through it the busy forms of the workers can be seen.

The main department consists of two large shops. The trimming and finishing sections follow. Then comes a large yard where the under-frames are made, examined, and renewed. Next to these is the general store, which looks like a large

wholesale ironmonger's warehouse. In the open air there is an engine hoist capable of lifting twenty-five tons. Here and there in the buildings, light running cranes are placed. Over and throughout the whole department, moving with mechanical regularity, and almost military precision, the workers perform their useful functions with silence and despatch. A good feeling prevails amongst all classes, and under their watchful chiefs and overseers, the men, while earning their own livings, serve the most vital necessities of the Colony efficiently and well. The rate of pay to journeymen ranges from ten to twelve shillings per diem, and monthly hands draw about sixteen pounds per mensem. The hours are from 6.30 a.m. until 8, when breakfast is had; from 9 till 1, then from 2 till 5, making eight and a half hours per day, and on Saturday work ceases at 1 o'clock p.m., thus making up a week of 48 hours.





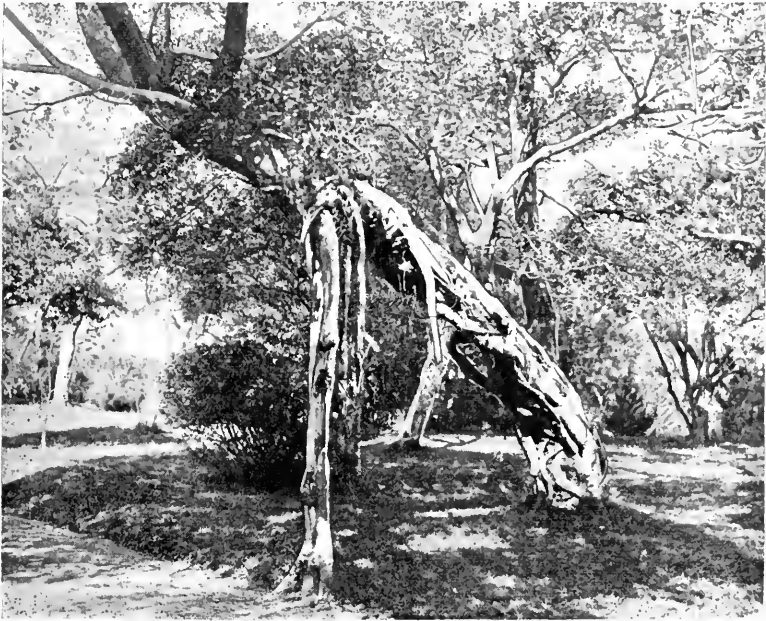
SECTION X.

DURBAN TO ISIPINGO.

LEAVING the main station at about 10.10 a.m., the train passes along the main trunk line of the Colony for four and a quarter miles, where, at the South Coast Junction it branches off to the southward. Between the main station at Durban and the stopping place at Berea Road, a distance of one mile and a quarter, the line traverses the town. Occasional glimpses down the cross streets into the bay are obtained. The tall spire of the Roman Catholic Chapel, and the two-storied blocks of buildings with their neatly finished and ornamented fronts, serve to accentuate the impression of progress, which could not but be forced on the mind while inspecting the town. Before arriving at the halting place already mentioned, the train passes under four substantial viaducts, and traverses the new deviation which has been carried out at a considerable expense.

The high grassy banks of this new route are studded in summer with a peculiar bell-like white flower, on a slender drooping stem, which imparts beauty to even a monotonous section of the journey. After leaving the Berea Road Station, the train sweeps out through a most pretty and interesting panorama of scenery. On the right of the line, the Berea Range, with its dense woods, parks, and villas, is admirably seen. On the left, the West End Park with its curious vagaries of foliage is sighted. Many of the trees here are remnants of the wild African forests, that sixty years ago, or even less, sheltered herds of elephants and buffaloes. In the memory of many a colonist now

living, these and other descriptions of large game have been hunted on this spot. Now, with the undergrowth cleared away, with gravel and cinder paths laid down in ovals and circles, the park will compare favourably with many a boasted pleasure resort of much older and pretentious lands. The scene here on a public holiday is one well worthy of mention. Thousands of happy looking people promenade



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VAGARIES OF FOLIAGE: A BANYAN TREE IN WEST END PARK, DURBAN.

to and fro, local brass bands discourse inspiring music, athletic and other sports are held, while children's festivals are no unfrequent occurrence.

Beyond the park, the route lies over an arm of the bay, where at times of high tide the smooth water creeps in and forms wide lake-like stretches, studded with foliage, and oftentimes moving with wild fowl. The line at this point is thoroughly well-metalled and raised. On moonlight nights, when the tide is in, the effect of a brilliantly illuminated train, sweeping over this part of the route is most unique and

picturesque. It is soon passed, and the train enters Congella Station.

Congella,
2½ miles
from
Durban.

There is only a little side shelter for passengers here, for the traffic of the spot is limited. Congella is, however, a place of most marked historic interest, for on the 23rd May, 1842, the Dutch and English at Natal fought a battle at this place. The British forces, under the command of an officer named Captain Smith, were encamped near where Durban now is. The Dutch, under General Andries Pretorius, assembled at Congella.

On the night of the 23rd May, Captain Smith resolved to leave his entrenchments and attack the enemy in their own lines. Followed by 138 men bearing flint-lock muskets, and equipped with two small field pieces, he set out at eleven o'clock at night. His first move was a mistake, for in order to avoid marching through the bush and heavy sand, he took his men up the bay in boats, neglecting at the same time to note the state of the tide. Unfortunately for him, it was falling, and when he was within a few hundred yards of the Congella shore the boats grounded, and the men were obliged to get out and wade.

Deprived of the assistance of their field pieces, and clad in heavy accoutrements, they were at disadvantage enough, but worse was to follow, for the Boers who had watched their every movement, were, to the number of several hundred, safely ambushed in the dense mangrove thickets which fringe the bay. The Dutch were armed with heavy "Roers," or hunting rifles, carrying bullets eight to the pound. The English had brought oxen with them to drag the gun carriages to the shore. When the Dutch opened fire every bullet told. The oxen, maddened by wounds, became unmanageable. Standing on the moonlit sands of the bay, the English offered clear marks for the enemy, while owing to the darkness of the mangrove jungles, the Dutch fought in absolute safety. Three hours afterwards, eighty-seven British straggled back to camp, out of the 138 who had left it. The Dutch treated their wounded foes with humanity, and next day allowed them to return to their camp. This says something for the inherent nobility of

character which has ever been a marked feature in the history of the Dutch Pioneers of Natal.

In ordinary times it is not difficult to be magnanimous, but when the red torch of war is alight, and men are braced to deeds of blood, perhaps for conscience sake, it is pleasant to find evidences of mercy and kindness.

On the evening following the battle, Richard King, a colonist, set off on his memorable ride for help to the Cape Colony. This act of heroism and bravery was afterwards rewarded by a grant from Government of the farm Isipingo. The story of Dick King's ride is one which appears in every history of Natal, and no doubt has had its influence in moulding the character of young Natalians, who have not been behindhand in more recent stirring incidents in South Africa's history.

The Congella of to-day has scarcely altered its appearance. On the site of the old battlefield a small space of ground has been reserved for memorial purposes. Close by the edge of the bay, Mr. H. T. Tunmer and Mr. Parsons have established lime factories, for which they use the unlimited supply of shells to be found in the sand and mud of the bay floor. A little nearer Durban a brick and tile factory has been erected, so the clay and soil of the old theatre of war are now being moulded and modelled into peaceful dwellings for the victorious descendants of the previously vanquished British.

Leaving Congella, the train in a few moments arrives at the Umbilo Station, which, with its trim, well-kept gardens, presents quite a model appearance. At this point the banana, pineapple, orange, naartje, and general vegetable producing country commences. On the left of the line, the lagoon of the Umbilo River lies hidden amongst a tangled jungle of mangroves, water booms, reeds and creepers. A firewood depôt, for the supply of the Durban market, is established at the point where the tidal influence of the bay ceases. On the right, plantations of fruit and dwellings of settlers are closely packed for miles.

Umbilo,
3¼ miles
from
Durban.

Leaving Umbilo, and passing the strong iron bridge over

South
Coast
Junction,
4½ miles
from
Durban.

the river of the same name, the train speeds towards South Coast Junction, where the line diverges. At this place, piles of new wood cases containing fruit for the Johannesburg market, can often be seen awaiting the up train on the main line. The South Coast Junction is also a sort of depôt for railway material. Huge stacks of sleepers and rails, together with other curious forms in iron and wood, lie in readiness for use when occasion requires. On the left of the line a little Indian mosque, with a quaint dome surmounted by a crescent, presides over the largest Indian settlement in South Africa. For miles over the swampy flat at the head of the bay, the grass huts and the small garden patches of these industrious and useful people can be seen. From these gardens Durban obtains the bulk of its vegetable supply.

The view to the right of the line, over the rounded hills studded with banana plantations and clusters of bush, is very interesting. Further on, to the north-westward of the Indian settlement, a peep at the wild bush land is obtained.

Clairmont,
5½ miles
from
Durban.

The colour of the soil changes to bright red, and at Clairmont Station the country opens out to the westward in broad verdant plains. Here also is a firewood depôt. Passing this stopping place, the train crosses the already mentioned plains, the view over which is bounded only by the Wentworth Ridge of Mountains. Here and there in summer pretty little lakes covered with lotus lilies afford shelter to wild duck, golden geese, and ibises. Houses are rare, and an occasional tented wagon with its long team of patient oxen may be seen slowly rumbling towards Durban, on its return from a trading trip into Pondoland.

Merebank
Station,
8 miles
from
Durban.

The next halting place is Merebank. The station here is a simple shelter from the weather. Good shooting is obtainable in the vicinity. At this point the first sight of the southern sugar plantations is had. To the westward the base of the Bluff Range begins to blend with the rest of the country. To the north-west the Berea Ridge sweeps gracefully to the southward, and approaches the line, close to which are large fields of maize, and throngs of Indian cultivators can be seen labouring with hoes among the crops. Crossing the bridge

of the Umlaas River, the Reunion Sugar Estate, surrounded with its fields of cane, is passed. To the left a range of hills, known as the "False Bluff" of Isipingo, next comes in view. This range bears a striking resemblance to its namesake at the Port of Durban, the difference being that it is only a few miles in length.

The Isipingo Station forms the present terminus (1894) of the South Coast line. A survey is at present in course of progress from this point, through the country lying to the southward. The village of Isipingo is a busy spot, it being no unusual thing to see from twenty to thirty wagons discharging their loads of sugar and other produce into the goods sheds, for transport to Durban. The village possesses one church, one chapel, a Government aided school, two hotels, a library containing about 2,000 volumes, and thirteen stores principally kept by Indians. The population, though somewhat scattered, is social and friendly. In the graveyard

Isipingo,
14 miles
from
Durban.



ROCKS NEAR ISIPINGO.

Fernyhough

is to be seen the tomb of the heroic Richard King, who, it will be remembered, was granted a farm in this district.

To the eastward of the township, there is a lagoon which provides about three miles of boating. This stretch of water carries an average width of a hundred yards, and constitutes the principal attraction of the place. Pleasure parties may

hire boats for a few shillings. Good shooting is obtainable ; bush and red buck are to be had, wild duck, wood pigeons, doves, cranes and ibises abound, while fishing of first-class description can be enjoyed both in the lagoon and on the beach. Isipingo is one of the usual resorts of picnic parties. It is convenient to Durban, and the trip there and back can easily be accomplished in a day. A post cart leaves Isipingo every morning for Umzinto, a distance of forty-two miles south. The fare is twenty shillings, and the journey is done in three-quarters of a day.

As the southern districts of Natal have already been dealt with in Section VII., it is unnecessary to carry the description of this route further.





SECTION XI.

DURBAN TO UMGENTI.

LEAVING Durban, say by the 3.15 p.m. train, the tourist will have ample opportunity of enjoying the scenery, visiting the small town of Verulam to the north of Durban, and returning to the seaport the same night in comfort.

Steaming out of the great archway of the main station at Durban, the tourist will pass over a multitude of shuntings, and strike the open country in the course of a few minutes. The first point of interest likely to arrest his attention is that populous suburb of Durban named Greyville.

Neat little cottages and villas will pass in rapid review, while a school-house here, or a chapel there, seen for a moment and then lost, proclaim the fact that the place, though only a suburb, is inclined to independence by creating its own social centres. At Greyville Station a momentary halt is made, a few passengers picked up, and then away again towards Stamford Hill, which is only a mile further on.

Here a perfect throng of passengers alight and embark, for Stamford Hill has a fair portion of settlers. It is an old established hamlet, and many a comfortable cottage can be seen from the line, nestling among groves of trees and clinging creepers. The longer halt which is made here affords an opportunity of glancing out of the other side of the carriage, over the broad Durban flat, or as some call it, the Eastern vlei. The latter term is in a great measure a misnomer, for only a small portion of it can be termed a vlei or marsh. Though the soil of these flats, like that of Durban, is for the most part made up of white sand, it nevertheless supports most luxuriously, beautiful and artistic clusters of various descriptions of trees, such as Euphorbia, Black Mimosa, Flat

Greyville Station, $1\frac{1}{4}$ miles from Durban.

Stamford Hill, $2\frac{1}{4}$ miles from Durban.

Crown, Date Palm, Ivory Palm, and Kafir Match, the last-mentioned being a kind of wood from which the natives make fire by abrasion. In addition to these, there is a large variety of wild flowers, ferns and bulbs.

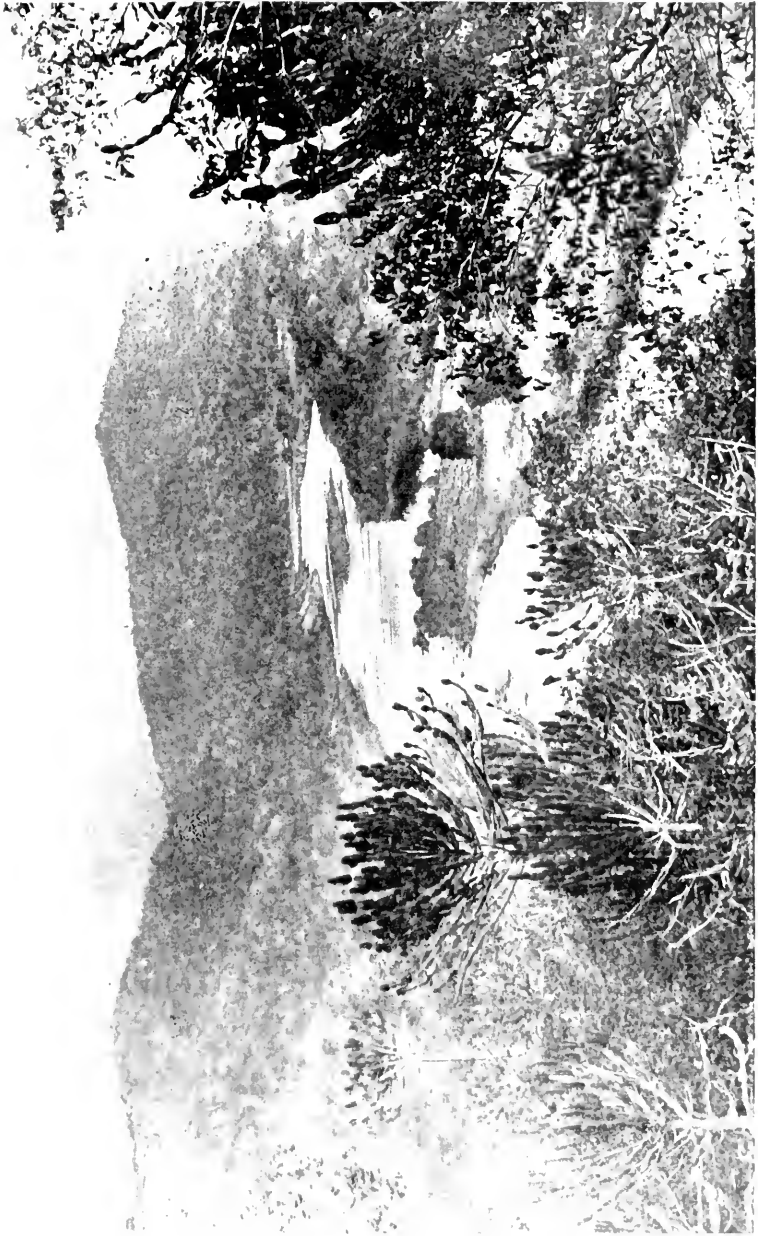
In that portion which is a marsh, numbers of arum and Natal lilies impregnate the air with their sweet odours. Across



Kernyough

RAILWAY AND TRAFFIC BRIDGE OVER UMGENI RIVER.

the flat, and between it and the sea, a dense belt of forest not only serves as a breakwind, but imparts a park-like and cultivated aspect to the scenery. This forest is composed of timber trees and stunted shrubs, many of which bear edible fruit, such as the amatungulu and other berries. Conveniently out of sight are the brickfields of Stamford Hill, from whose clay pits the greater part of Durban has been built. The two-storied corn mill of Mr. Becket and the bonded stores and paraffin stores are the only items of interest in the two and three-quarter miles between Stamford Hill and Durban. The latter buildings are placed here by a wisely conceived Corpo-



VIEW ON UMGENI RIVER.

ration bye-law, in order to minimise the risk of conflagration, should such a calamity—which is far from likely—ever overtake the town.

Umgeni,
3 $\frac{3}{4}$ miles
from
Durban.

Passing on towards Umgeni, the train in a few minutes approaches a high wooded hill, from the summit of which euphorbia and candelabra cactus trees stand out with peculiar effect against the sky. This is the Umgeni Hill. Around its foot is the village of that name. It is a busy corner, and possesses some fine buildings. Mr. Mitcheson's famed iron foundry is here, whence many a battery and engine have been sent forth to win golden wealth on the mines where the thread of Africa's destiny is being woven. From Mr. Mitcheson's foundry some capital machinery for local industries has also been turned out. Mr. Marshall Campbell, of the Mount Edgecombe Estate, has testified that the six 100 h.p. multitubular boilers, besides pumps, engines, etc., supplied to his company, gave entire satisfaction, and were about equal to the home standard of work. Extensive wool-washing factories can be seen on the other side of the line. Here, grease wool, *i.e.* fleeces fresh from the sheep's back, are cleaned of their impurities and compressed into close square bales for shipment home.

Glancing eastwards from the crowded station platform, the eye for the first time escapes from the boundary of forest along the beach, and catches a glimpse of the blue Indian Ocean at the point where the river flows into it. This is a favourite resort of anglers and pleasure seekers. The lagoon or still pool, at the mouth, is barred from the sea by bush-studded sand hills. Wild fowl, sometimes in dense flocks, come here to rest, and the weird ibis, the sacred bird of the Pharaohs, makes its home amongst the fastnesses of the seldom disturbed jungle. Turning to the westward, the tourist will see the famous stone quarries where the hard labour gangs of convicts are forced to make the period of their incarceration useful to the community, by quarrying stone for street hardening, and harbour purposes.

The Umgeni village is the northern outpost of the Durban borough. It has a small population, but considerable work is done there. The broad hard road which skirts the village,

the three-storied coffee works building, the busy clangour of the foundry, the commotion created by the convict gangs, the frequent arrival, departure, and passage of trains, combine to banish the reproach of sleepiness far from the spot.

The Umgeni River, broad and studded with reedy islands, is a pleasant feature in the scenery. The massive iron railway bridge, by its height and strength sufficiently denotes that when the stream is in flood, it is a formidable torrent. The little old-fashioned wooden traffic bridge beside the modern railway structure, forcibly recalls Burns' immortal poem on the "Twa brigs of Ayr." Were a modern poet to attempt a flight in this direction, he would be hard put to it for representative bogies. That difficulty, however, may be left with the poet of the future; meanwhile, the station bell rings,



A FOREST SCENE.

the engine shrieks, and whirling on with clang and clatter across the bridge, it plunges into Victoria County, where the tourist will find a revelation awaiting him with respect to Natal's local productions and manufactures.



SECTION XII.

UMGENI TO VERULAM.

THE view up the Umgeni as the train crosses the railway bridge, is a fair sample of the scenery to be met with in the less interesting parts of the Colony. On the left of the line, Mr. Bishop's sugar mill and estate are sighted, extending along the river's northern banks towards the Sea Cow Lake. Further on, mention will be made of the life work and efforts of this, and one or two other pioneer planters.

Sea Cow
Lake.

The Sea Cow Lake, though just out of sight, is yet within easy walk of the Umgeni Station, and can be visited. There are still a few hippopotami in it, but being royal game, the sportsman may only look and long. The lake is but a pond as far as clear water is concerned. The reed brakes surrounding it provide all the shelter the monsters require.

Arrow-
root.

On the other side of the line Mr. Buttery has his manufactory for arrowroot. The article produced by him commands the highest prices in the London market. For over thirty years he has been engaged in this work, and appears now to have achieved that acme of excellence which has ensured success. Within recent times he has added all the latest improvements in machinery, even down to an oil engine—a great rarity in this Colony. A few miles further on, the estate of Mr. Chick is sighted. With one of the smallest sugar mills in the Colony, this planter has by his energy and economy held on despite evil times, thereby assisting to keep the sugar industry alive until a brighter era dawned. At this point it may be well, perhaps, to repeat the remarks made

in the section on Productions. In connection with sugar especially, it is important to have clearly on record that it never failed in the Colony. The men who worked it in the early days did, though, and the reason is not far to seek. Ignorant of the technical requirements of the industry, both as regards the culture of the plant and its manufacture into sugar, they, solely through mismanagement and lack of knowledge, were forced, with a few exceptions, to abandon the enterprise. The exceptions named, for thirty years or more have, as has been shown, achieved success by bitter experience; a success which is thoroughly and well deserved. The names of the especial individuals alluded to are Mr. Bishop, Mr. Chick, Mr. Buttery, and Mr. Harrison whose estate will be referred to



CUTTING SUGAR CANE.

further on. There may be others whose names might have been mentioned in this connection, but they are not obtainable at the moment of writing.

Green-
wood
Park,
5½ miles
from
Durban.

Passing Mr. Chick's Estate, the train sweeps into Greenwood Park Station, which is principally remarkable for a fine old tree which overshadows the whole place. Here Dr. Seaton has his residence, and Mr. F. W. McEwan, a well-known landing agent at the Point, has made his home. The extent of the latter gentleman's horticultural efforts has gained him eulogy from all who have visited his plantation. Trees from almost every part of South, East, and Central Africa can be found here in thriving condition. The country around Greenwood Park was at one time densely wooded, and enough primeval forest remains to impart a distinct characteristic to the place. The Red Hill, through which deep railway cuttings have been made, has even yet a sprinkling of small game, while orchids, honeysuckle, mistletoe, and other familiar plants, together with sarsaparilla, nightshade and canute, combine to remind the traveller that this is Africa and not Devonshire. Here and there a stray palm or curious cabbage wood tree adds point and character to the bush. The almost nude forms of the passing Natal-Zulus, with their plumes and girdles, complete the conviction that the traveller is indeed on the outer fringe of civilisation, but there is better beyond, so on again.

Avoca,
8 miles
from
Durban.

Very few miles beyond Greenwood Park, Avoca is arrived at. Here Mr. Harrison's sugar mill flanks the station, while the quiet Avoca Hotel lies between. Beside the station, the Avoca Hall is located. Here the Freemasons have their meetings, Sunday services are held, and occasional concerts given by the widely-scattered inhabitants. There is no village, only a few houses being clustered round the station. In the vicinity there are two sugar plantations—Mr. Harrison's and the Effingham Estate. The Natal Central Sugar Company's Estate commences here.

Duff's
Road,
10½ miles
from
Durban.

Leaving Avoca, after two miles' steaming the train arrives at Duff's Road, where the stone for the new quay at the Point already alluded to is being quarried and rough dressed. Further to the westward are some old-established estates, such as Milkwood Kraal, Osborne's, Sherran's and Isabelle's. There is a country store here, also a small Wesleyan chapel and graveyard, where sleeps many a staunch old colonist.

To the eastward of the station a long rounded hill named Mount Moriah can be seen, its slopes scamed with rows of sugar cane.

A few miles further on is the bridge over the Little Umhlanga River, where the engine stops to replenish its supply

Phoenix Station,
12 miles
from
Durban.



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CENTRAL SUGAR FACTORY, MOUNT EDGECOMBE.

of water. Here Phoenix Estate, the property of Mr. William Sykes, is to be seen. The estate of Mr. Henry Binns, M.L.A., is in this locality.

For the next few miles the train wends its way through a country almost completely covered with the broad sword-like leaves of the sugar cane in all stages of growth, from tiny little green shoots to well-grown plants eight feet in height. Still on and on to Mount Edgecombe Station, which is completely overshadowed by the great factory of the Natal Central Sugar Company. The original cost of this mill, machinery and estate was £100,000, but since then it has been largely added to. Its cane crushing capacity is 250 tons per diem during

Mount
Edge-
combe,
14 miles
from
Durban.

Central
Mill.

the season, and from 20 to 25 tons of sugar are manufactured per diem during the cutting or harvest season. To describe this important factory is no light task. As one approaches it from the south, long sheds containing baagas (the refuse of the cane after the juice has been extracted) stand in ranges. Open spaces devoted to drying this article, which is used for fuel, flank the sheds. Next to these is the tall chimney, ninety feet in height, beside which is the mill house. In front of the crushing door, in high piles, the uncrushed

canes lie awaiting treatment, while long lines of trucks with towering loads of saccharine-yielding canes, stand ready for discharge. A travelling table attended to by rows of coolies, bears a constant supply of the canes to the rollers, which are just inside the entrance. These rollers are huge grooved iron affairs set in such a position as to extract the juice, and pass the baagas out



BUFFALO FALLS

at the other side of the mill. The canes are crushed twice, to insure complete extraction. All this time a constant stream of juice is falling in a veritable saccharine cascade into the broad troughs prepared for its reception.

The grey, watery looking fluid then passes through the various processes of boiling, condensing, purifying, crystallizing, and finishing until it emerges in beautiful snow-white, golden yellow, or brown crystals. It is not necessary in this place to deal with the manufacture in detail, but the tourist will always find a hearty welcome at the hands of the energetic and kindly general manager, Mr. Marshall Campbell, or some of his people.

The total acreage of this Company's estate is large, and the careful management, carried out on practical and economical lines, cannot fail to win approval from the most casual visitor. This mill turned out last year (1893), over 4,000 tons of sugar from its own and adjoining planters' canes. The estate employs 250 Kafirs, 1,500 Indians (men, women and children), and about thirty families of whites as managers, sub-managers, engineers, and artisans.

The Mount Edgecombe Station, which is contiguous to the mill, discharged last year 11,496 tons of material, etc., equal to nearly double the trade of the whole North Coast line. A convenient hotel adjoins the Mount Edgecombe Station, where travellers viewing the country can obtain accommodation.

On again through more cane fields towards Ottawa Station. Shortly after leaving the last station, some fine specimens of date-palms are to be seen; their delicate feathery foliage swaying gracefully in the breeze. The tangle of undergrowth, relieved as it often is by the gaudy costumes of the Indians, serves as a pleasant foil to the mind after the whirl and roar of the sugar factory.

The fine groves of trees planted around this station serve to impart a pleasant aspect to the place. They were planted by Mr. Anthony Wilkinson, a veteran settler and sugar planter, whose castle-like residence crowns the hill to the eastward of the station. His well-known mill and distillery are within easy walk. The next estate of note in the vicinity is that of the Hon. Mr. G. Sinclair-Smith, M.L.C., also a veteran planter, which lies to the eastward at the mouth of the Great Umhlanga River, where there is some beautiful scenery.

Date-palms.

Ottawa,
16½ miles
from
Durban.

The lagoon here is navigable for pleasure boats for two miles, but the right of fishing is reserved by the proprietor. The next estate lies to the westward of the station. It is named "Trenance," and is the property of Mr. W. Sykes, whose "Phoenix" Estate has already been noted. This planter is an apt illustration of what hard, earnest, well-directed and long-sustained effort will do. From an overseer in the old days, he has, step by step, prospered, until he now owns one of the finest estates in the county, and is engaged in the erection



KAFIRS AT FOOD.

Ingram

of a large factory. The other estates worthy of note in this district are "Muckle Neuk," which produces about ten tons per diem, "La Mercie," and Umhloti Central Mill and Estate. In this vicinity there are numbers of small Indian maize planters. These are men who have completed their indentured term of servitude, and now contrive to make fairly good livings by gardening.

Several families of French creoles from Mauritius have also settled here, and have erected neat little homes.

The Great Umhlanga River, which meanders through the district, is great only in name. For the most part its water filters through the sand banks. Here and there pools containing a kind of sand bream occur.

Leaving Ottawa, the train speeds past an open bush-studded country, under a forty-foot viaduct, and through a tunnel of about 140 feet, at Kahtskop. This engineering work is from sixty to eighty feet under the surface. On emerging from it, and turning a bend in the line, a glimpse of the Umhloti River valley and the town of Verulam is obtained, and a moment after, the train steams into the station.

Verulam,
10½ miles
from
Durban.

In one and a half hour's travelling the 19¼ miles between Durban and Verulam have been covered. In this space there are nine stopping places and one watering place. But for these necessary delays, the distance might be done in less than half the time. Those accustomed to rapid travelling in other lands must remember that this branch line has to meet the requirements of a much scattered population.

At Mount Edgecombe, as a rule, cane trucks are shunted ; this accounts sometimes for several minutes' delay. At "Duff's Road" and "Phoenix," loaded cane trucks are picked up, and again the engine is delayed, so that, taken on the whole, the regulation time is far from bad. In any case, the tourist and sightseer has reason to be grateful to the stoppages, for the country teems with items of interest, and if only he keeps his eyes and ears open, there is much to learn, both with respect to the beauty and productions of the county.

Having landed on the platform at Verulam, the first and most grateful sight which greets the eye, is the comfortable two-storied Railway Hotel. Next comes the Wesleyan Chapel and Market Square, on the northern side of which is the Court House. There are five long parallel, and three cross streets in Verulam. Several little stores, and many dwelling houses line the main thoroughfare. Verulam was founded in 1850. The first house and store were built by Mr. T. W. Garland, M.L.A., whose eldest son was the first white infant born in the settlement. The

original pioneers and founders of the town were Messrs. T. W. Garland, T. Champion, W. Starr, W. Todd, G. O. Trenorth, and Mrs. Ireland (widow) and family. In 1862 the Wesleyan Chapel was erected at a cost of £1,500. Quite lately, a



STACKS OF KAFIR CORN.

three-storied corn mill moved by water power, has been constructed by Mr. Dykes, on the banks of the Umhloti River, at the far end of the town, and on the site where for many years he has carried on a successful business. One or two venerable and highly esteemed colonists who remember the country in its very earliest days reside here, notably Major George Adams and Mr. Thomas Green. If these two gentlemen cared to publish their reminiscences, an interesting history of Natal would result.

A good general view of the town can be obtained from Fuller's Flats, on the further side of the river, and from Kahtskop to the southward. From this latter vantage point the view is interesting. In the near foreground the Indian

Hospital, with its red roof, forms a pleasant contrast to the somewhat stunted foliage of mimosa which skirts the highway. Further on, the Cemetery, with its cypress trees and well designed tombs, occupies a rounded hill. Beyond it, the Government School, a fine lofty structure, looms large, and well kept. Here about 110 children are daily instructed under competent teachers. Below this again, is the Episcopalian Church. Beyond this the main street trends towards the river. Further along, a chemist's shop jostles a butchery, and a general store, a smithy. The town has a Local Board, the officers of which are unpaid. The rates are lower than those of any other township in the Colony, and the assessed value of property is £45,119.

In addition to the Hospital and School, in the way of

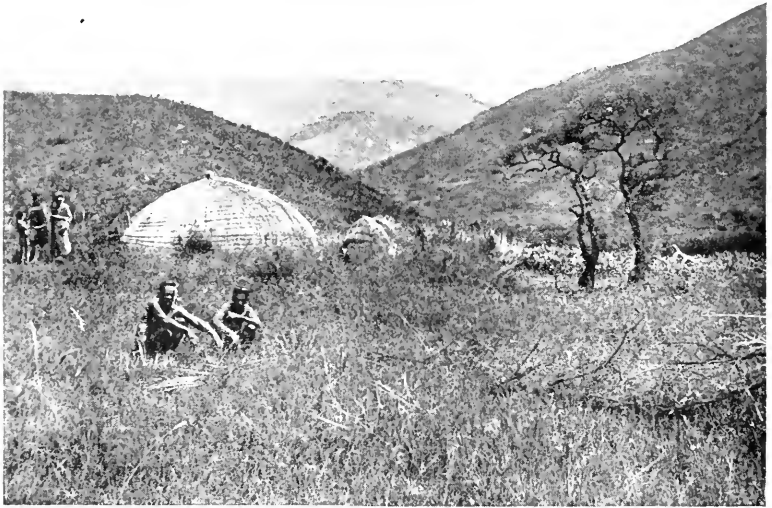


NATIVE WOMAN GRINDING CORN.

Ingram

institutions there are a Public Library containing 2,000 volumes, amongst which there is a good sprinkling of standard works, and a full supply of periodicals and journals, a Benevolent Society presided over by the ladies of the place, a W. C. T.

Union, a Good Templars' Lodge, Wesleyan and Episcopalian places of worship, a Missionary Society, and a Volunteer Hall and Corps. The headquarters for the Division, of the Natal Police are also here, their centre being of course at the Magistracy. There is very little crime. Prices in Verulam range about the same as in Durban. There are two hotels in the place, but those who object to "the cup that cheers," need be under no apprehension on the score of accommodation,



A NATIVE HUT.

as a temperance hostelry is well to the fore. The population of Verulam is about 600 whites and 200 natives. Within a few miles of the town to the eastward, the mouth of the Umhloti River serves the district as a sanatorium, and place of pleasure resort. To the westward, and an equal distance out, the famous and long established Mission Station of the Rev. Mr. Lindley is located. For years past this station has been under the care of the Rev. Mr. Pixley. Here the student of African character will find ample scope for

Lindley's
Mission.

investigation. Close to the Mission House an establishment devoted to the training of native girls is placed. Under the fostering care of Mrs. Edwards the institution is reported to

be doing useful work. A laundry business is carried on by the industry of the girls, and a great deal of Durban's washing is done here. Before leaving Verulam and its environments on a northward trip to the tea plantations, it may be alike interesting and relieving to peep at the wild and romantic country round about the Inanda Range of Inanda. Mountains, which adjoin the Mission Station. These bold and bluff-like buttresses of Nature jut out into a veritable wonderland of beauty, where foaming rivers, black forests, cañons, and long lonely plains are woven together into a mass which only a trained pedestrian will care to negotiate.



A NATIVE DANDY. *Ferneyhough*

The Little Buffalo River here plunges over a sheer cliff of over 200 feet. Though this river is by no means large, it makes up for it in foam, sparkle and dash. It is environed by lonely forests, whose silence is seldom disturbed by aught save the barking cry of the baboon, or the wail of the zinquá (night-walking lemur). At the foot of the chasm a perfect mosaic of maidenhair and other ferns, and beautiful plants are to be seen. Within a few miles' circuit about six native tribes are located. Here the tourist, having studied the Christianised native, can revel to his heart's content in barbarism as dense and unsophisticated as he could find in the depths of Matabeleland. Women toiling in the cornfields, warriors in all the glory of plumes and spears, chieftains dwelling in

semi-royal state, war dances and barbarous festivals. If his temperance principles are not, like the laws of the Medes and Persians, unalterable, he may partake of Kafir beer out of a real calabash, and recognise in it the flavour of stale yeast. In another section the natives and their ways will be touched upon, but at present a few hints as to how to visit the district may not be out of place. The journey must be made on horseback. Fairly good animals can be obtained in Verulam at a cost of ten shillings per diem ; a native guide

will cost five shillings a day ; while ten shillings invested in biscuits will insure him against privation, as native diet is not always palatable. An hour's ride will bring the traveller to the Mission Station already mentioned, where directions as to roads may be obtained. Two days will be sufficient to cover the journey. The



A LOYAL NATAL-ZULU WARRIOR.

Ingram

Inanda Range is about 2,500 feet above sea level, the blue sheen of which can be clearly seen from its summit.



SECTION XIII.

VERULAM TO LOWER TUGELA.

VICTORIA County is divided into two parts. From Uingeni River to Tongaat River is termed the Inanda Division; from Tongaat River to the frontier is termed the Lower Tugela Division.

Verulam is the magisterial centre of the former, and Stanger of the latter. In the very near future, it is hoped a railway line will be constructed from Verulam to Stanger, and in all probability beyond it into Zululand. At the present time the journey from Verulam to the frontier, a distance of forty-four miles, is performed by post cart. The trifling fatigue of the trip will be more than repaid by the interest and beauty of the country. Standing at Kahts Kop, and looking north-eastward, the eye ranges over a wide field of hill and vale scenery.

Away in the blue distance are the Tea Plantations. Further to the eastward, sugar estates and mills, fitted with the latest improvements in machinery, are located. Small farmers and Indian settlers occupy nearly every available inch of the district, which is traversed in all directions by good roads.

The post cart service, which starts from Verulam, is subsidised by Government, and the name of the popular contractor, Mr. John Welch, is as well known in Natal as that of Shakespeare. Wherever there is a railway terminus, there will be found the strong high-wheeled carts and wagonettes with their prancing teams of well-fed and groomed horses. Punctual to the hour of noon the bugle sounds, the reins are gathered up, and with a clatter of

hoofs, the team plunges off across the market square, along the main street, and into the weir of the Umhloti River,

where, amidst flying spray and bright water, the cart crosses the stream. For a few miles the road is bordered by hedges. Here and there a tall euphorbia, with its mournful spines, or a flat-topped white mimosa tree, remnants of the original forests, cut into the sky; but on the whole, cultivation prevails, and



TOBACCO PLANTATION.

the so-called "Loneland" looks very much the reverse of its late general appellation.

Fuller's Hill, a long gradual ascent, raises the cart to an elevation of about 400 feet above Verulam, of which a good view is obtained. Fuller's Flats next come into sight, and for some miles the route lies through a bush-studded, fertile and beautiful region. Away to the eastward, the factory of the Tongaat Central Sugar Mill can be seen. This mill is fitted with the very latest and best description of machinery, and, being under able management, is certain to prove an acquisition to the sugar industry of the Colony.

Victoria Village is located on the further side of Fuller's Flats, where Host Smith of the Chelmsford Hotel, with his genial kindness, will be ever ready to afford all necessary information to the enquirer who seeks a more detailed acquaintanceship with the country. Victoria is no imposing city, but it presents a fair type of a small South African settlement—some few cottages, two hotels, a church, a school, and a straggling street, the only enlivening element of which is the daily passage up and down of the Lower Tugela post cart.

After a short halt, and dropping the required number of letter bags, the mail cart sweeps on again towards Tongaat River, which is crossed on a strong iron bridge. Having passed this point, the road leads through sugar-cane fields and scrubby bush to the Fairbreeze Hotel, where a branch highway strikes off to the westward. This branch of the main road crosses the Noodsberg Range of Mountains and leads to Greytown, which is forty-five miles north-east of Maritzburg. The Insuzi River and Falls are notable sights on the way, while the cave near the Mission Station is worthy of a visit. A romancer might well cast the scene of his story at this spot, for it is indeed one of Nature's freaks. A tall pillar of rock, something like an obelisk, stands upright at one end of the cavern, the roof of which consists of one stone, which must have a weight of two or three thousand tons. Several hundred men could easily find shelter in the main chamber. Owing to its extreme dryness there are no stalactites, but the curious and Druidical effect is impressive. Passing on from Fairbreeze Hotel, the Compensation Flats, which are most beautiful, are crossed, and the Umhlali River sighted. The stream is broad and shallow. A few miles above the road it affords capital sport for the angler.

For some miles the country in the vicinity of the Umvoti becomes ideal. Just south of this latter river, there is a place named Chaka's Kraal. It was here that this terrible manslayer, who has been termed the Napoleon of Africa, had one of his military outpost settlements. A few miles further on, at Stanger, the site of his capital, and the place of his assassination, may be visited.

Rice. Five miles from Chaka's Kraal, in a westerly direction, is the Reit Valley Estate, where Mr. Essery has a plantation of hill side and swamp rice. From about 100 acres he has this year reaped 1,000 full bags of grain of good quality. The cultivation of this article of produce is calculated to be of the utmost importance to the Colony, for the necessary Indian has an aversion to maize as a staple article of diet. The result is that "coolie," or brown rice, has to be imported in large quantities.

In this connection it is interesting to know that many small Indian farmers plant and prepare swamp rice with equal success; the yield of the latter being about the same. Although Natal has but few swampy districts, Lower Zululand, in the vicinity of Port Durnford and St. Lucia Bay, will doubtless in time be utilised for the production of this most important cereal. Mr. Essery has erected efficient machinery for cleansing and husking the grain. It is to be hoped that other producers will follow his excellent example, and that in a few years the importation of rice will cease.

Mission Station.

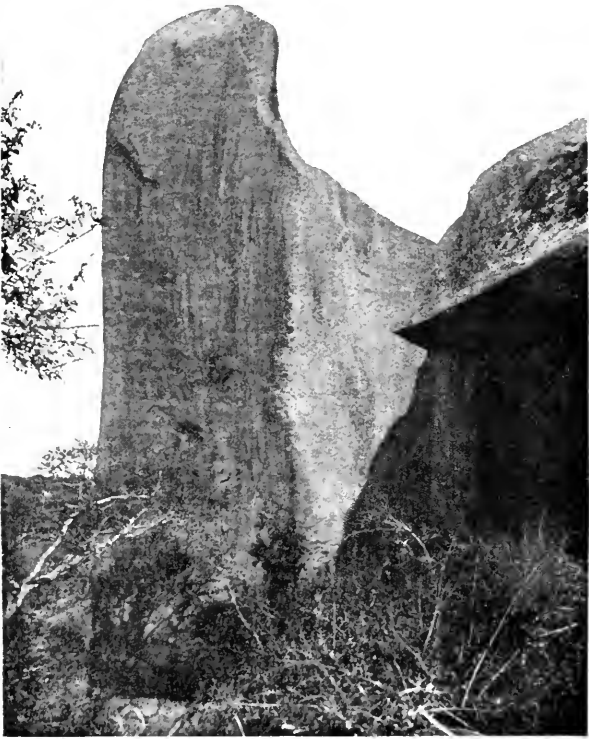
At Umvoti there is an extensive Mission Station and sugar mill, the latter being endowed by Government, and conducted exclusively by Christianised natives. About 300 acres are planted in cane, and about 150 to 200 tons of sugar are annually produced. Forty hands are employed on the estate. Six schools are attached to the mission in the vicinity. No industrial training is given to the natives, yet somehow with Christianity, they appear to imbibe a certain amount of mechanical skill. Fifty or sixty square, well-built houses have been erected by them.

The Umvoti River is a broad, shallow and picturesque stream. After passing it, the road widens, and with a tremendous batter of hoofs, the team "lays out" in order to arrive at Stanger, the usual resting place.

Stanger.

The first sight which greets the eye is that of the new Government School-house, which is being erected at a cost of £2,500. It is just outside the township of Stanger, and if that settlement produces a juvenile population large enough to fill it within the next few years, there will be no fear for

the future of the "City of the Tyrant." Stanger is certainly one of Natal's historic spots, for it is built on the very ground formerly occupied by Chaka's capital. From this place, the conqueror, the scourge, and the pride of all South African natives, issued his mandates of life and death. From here, he, with despotic sway, ruled the country, almost from the Limpopo in the north to the Umtata in the south. Here too it was that the usual fate of the tyrant overtook him, and he fell, slain by the spears of his own kinsmen. Old natives tell the story of how, wearied by his tyranny, and terrified by his bloodthirstiness, his own wives originated the plot for his assassination, and using the ambition of Dingaan, his brother, they struck suddenly, and in the absence of one named Kodwa, who was his constant companion and trusted servant. Chaka's private kraal was situated a few hundred yards eastward of the present site of



CAVE AT INDUMENI.

Carey

Mr. Knox's hotel and store, and the scene of his death and burial place is a few yards further on. The Stanger of to-day is very different from the "Duguza," as it was, and still is, called by the

natives. Now a peaceful little township with a market square, flanked by hotels and stores, replaces the military huts with their throngs of plumed warriors. Round the grave of Chaka, a few erven have been reserved by Government for a park and public resort in future days.

The place was named after Dr. Stanger, the first Surveyor-General of Natal. It has a strongly built Laager and Court House, two hotels, two churches, a Masonic Lodge which cost £750, a population of about 130, and serves as the centre of a large and prosperous district. It is five miles from the sea, twenty-eight miles from Verulam, and sixteen miles from the drift of the Lower Tugela. Two and a half miles to the south-eastward is the well-appointed Sugar Factory and Estate named "Gledhow," the property of Colonel Addison. Four miles further along the road is the New Guelderland Sugar Mill. At the mouth of the Umvoti River, seaside cottages can be hired, and good fishing and fair shooting are obtainable in the season. Sixteen miles beyond Stanger, the broad Tugela, already so frequently mentioned, flows into the sea.

Tea. A five-mile drive from Stanger, in a north-westerly direction, will bring the traveller to the very centre of the Tea Plantations. The drive from Stanger to the widely known Kearsney Estate, is replete with artistic enjoyment, the road wending through an open rolling country, which in places would require no culture to constitute a park. Presently the stately mansion of Mr. J. Liege Hulett, J.P., M.L.A., is sighted, and the park-like impression made by the wild country, here becomes a reality; for as the house is approached through long and beautifully kept avenues, the mind calls up recollections of the homeland. Everywhere, evidences of careful and artistic culture are apparent.

The fields of tea plants, hedged in by break-winds of tall trees, look like pleasure grounds. Bowered in its wealth of tinted foliage and flowers, the house presents as pleasant a sight of its kind as can be had in Natal. It is two-storied, surrounded by balconies, the fronts of which are ornamented with light ironwork. A tower, fifty feet in height, decorates one front. The central hall, and in fact the whole of

the interior of the house, impresses the mind most favourably.

The Estate has been formed into a Limited Liability Company, with a capital of £50,000, under the style and



TEA PLANTATION, KEARSNEY ESTATE.

title of J. L. Hulett & Sons, Limited. Three plantations constitute its property, the total area of which is 10,000 acres; 600 acres of this are under tea. The three plantations are named Kearsney, Kirkley Vale, and Bulwer. These again are subdivided and named. One of the plantations is to be put under sugar, and a factory erected next year.

Of other Tea Estates in the neighbourhood, the following are the principal:—

(a) W. R. Hindson & Co., Limited, with an acreage of about 3,000, capital £50,000; 500 acres or more in tea. The Company's properties consist of the following Estates: Clifton, Cobham, Nonoti Peak, and Burpham.

(b) The next estate is that of Sprowstown, the property of Mr. T. E. Pechey, who has just started a factory on his

own account, having previously sold his leaf in its raw state to the Kearsney Factory. This estate at the time of writing was still in its initial stage, and had only about 180 acres under plants, most of which were immature. The plantation possesses about 900 acres in all.

(c) The next estate is that of Mr. F. W. Clayton, with 600 acres, 120 of which are under tea. The leaf from this estate is also manufactured at the Kearsney Factory.

(d) Mr. George A. Clayton follows with an estate of 600 acres, 100 of which are planted, he also disposing of his leaf to the Kearsney Factory.

(e) Mr. B. Balcomb, out of 600 acres, has only 60 under tea, but here especial attention and interest are centred, for an experiment is being tried as to whether high-class or scientific methods are in the long run more payable than the ordinary style of farming. This estate also manufactures its tea at the Kearsney Factory.

(f) Mr. H. Balcomb has an estate of 600 acres, over 100 of which are under tea. Most of the plants here are just commencing to yield leaf, which is sold to the Kearsney Factory.

(g) Mr. Behrmann has an admirable little plantation of 50 acres of tea on a 600-acre farm, he also selling his leaf to J. L. Hulett & Sons, Limited.

(h) The neatly managed estate of 400 acres, owned by Captain Malan, R.N., comes next, with 45 acres of tea plants, the leaf of which is also sold to the Kearsney Estate.

(i) Mr. F. Thring, on a 600-acre estate, has 40 acres under tea, and disposes of his leaf as the others do.

(j) Mrs. Schram, on a 500-acre farm, has about 40 acres planted.

(k) Mr. Sime has over 50; both of these latter manufacture at Kearsney.

(l) A few miles over to the eastward, is the estate of Mr. Lediboer, who has 100 acres under crop, and has erected a compact factory.

(m) Mr. A. Colenbrander, of Nonoti, has about 100 acres of plants, and manufactures his tea at Mr. Lediboer's establishment.

There are two or three other planters who manufacture in

a rather primitive manner. The total area of plants owned by these latter will be about 150 acres.

Tea was first introduced into Natal in the year 1850 by Mr. Plant, the first Curator of the Botanical Gardens at Durban. Owing to his untimely death, no progress, however, was made in the culture of the plant. About the year 1863, several persons made an attempt at tea culture, notable amongst whom were Mr. George Jackson, Duikerfontein, Umgeni; and Mr. J. Brickhill, of the Umbilo. In no instance has there been any failure in the growth of the plant. About the year 1877 Mr. J. Liege Hulett first turned his attention to the industry, and, aided by the kindness of the late Mr. J. Brickhill in obtaining plants in India, and the care of Captain Reeves, of the S.S. "Umvoti," in bringing them safely to Natal, he succeeded in obtaining an established stock of 1,200 plants; while Mr. W. B. Lyle, of Kirkley Vale, induced four or five hundred plants to live and thrive. In the spring of 1879, or two years after planting, Mr. Hulett took his first leaf, and manufactured it.

The following notes on the plant and its manufacture may be of interest to those requiring information on the subject.

It is three years before the seedling yields leaf, but it is fully six years before it attains maturity. The life of the plant continues for an indefinite period, provided climate and soil are congenial to it. The land should be kept in cultivation by regular weeding, digging between the plants, and manuring. The measure of success likely to attend the planter in this department of industry, as in all others, depends on the care, skill, and observation devoted to the task. The yield when at maturity should be from 900 to 1,000 pounds per acre. The fresh plucked or green leaf should amount to about four times that weight. The young leaves and shoots are plucked by hand, and transported to the factory, where the weight should invariably be checked. The term "Flush" is applied to the appearance which a field assumes when the plants have thrown out a number of light green leaves and shoots. When these have been plucked and landed in the factory, the first or withering process is carried out. This consists of spreading

them thinly on canvas racks, wooden floors, or trays until they are limp. The quality of the tea greatly depends on the leaf being young, succulent, and evenly withered. The period of this process of course depends on the weather, but as a rule the leaves picked one day, are manufactured on the next.

The second process consists of rolling; this is carried out by passing the limp and withered leaf through a machine consisting of a rotary table with rotary running box, made either of granite, marble, or wood, the upper one of which moves with a circular sweep close enough to the lower or bed-plate to partially crush and crumple the leaf. The purpose of this is to disintegrate the juice cells. When this is done, the leaf has the appearance of a green sticky mass. It is then put



TEA FACTORY, KEARSNEY ESTATE, NEAR STANGER.

Ingram

through the third process, which is that of fermentation. This is done by placing the rolled mass in shallow boxes, about eighteen inches square and four inches deep, until the process is complete, which is denoted by the leaves assuming a bright

copper colour. If this process is carried too far, the leaf loses its brightness, becomes dark and dull, and deficient in flavour and strength. Directly the proper stage has been arrived at, the fermentation is arrested by passing the leaf through the drying machines, which constitutes the fourth process. These machines are of two descriptions, one being a long revolving cylinder, the other having the appearance of a huge stove. It emerges from these in the form familiar to the public, but as yet it is unassorted.

The fifth process consists of passing the leaf through a wire cylinder of graduated diameter. At the side of this latter there are numbers of bins, each one fed by a trough leading from the machine. The bins contain the variously assorted teas. From this point the tea is carried to the packing department, where it is prepared for the market.

As the new Kearsney Factory is one of the most perfect tea establishments in the world, it has been taken as a sample of its kind.

It consists of a large building constructed of brick and cement, five floors in height, giving a withering space and manufacturing capability of 1,500,000 lbs. of tea per annum. The dimensions of the main withering floors are each 150 by 70 feet, to which there are annexures for engines, furnaces and boilers. The work of all necessary departments in connection with, not only the manufacture of tea, but its packing, are carried out under one roof. Boxes are locally made, very often from Natal timber. Steam saw mills and carpenters are employed on the estate. The lead for lining the boxes and packing the tea is imported from London, the Kearsney Factory at present using about forty tons of rolled lead per annum. If these sheets were laid end to end they would cover a distance of about 140 miles.

A marked feature in the factory is the new tea drier, which was invented and patented by Mr. A. S. L. Hulett. The purpose of the invention is to dry the tea by steam, instead of fire. It has been tested, and is working satisfactorily, both in theory and in fact. The inventor is contemplating some slight improvements to the patent. The advantage claimed

for this machine is a greater regularity of heat, and an entire freedom from the risk of burning. The trial machine now in the factory was made most admirably by Messrs. Mitcheson and Kollhbrunner at Umgeni.

The Kearsney Factory during last year (1893-94) produced 434,000 lbs. of tea, while from other sources 170,000 lbs. were manufactured, giving a total of 604,000 lbs.

The purpose of dealing so minutely with tea culture and manufacture, in these pages, is to set forth the fact that small capitalists can more easily embark in it, than in many another equally lucrative, but more complicated industry, also to place on record the exact position of Tea Culture in Natal in 1894.

Preserves. In the vicinity of Stanger there is a recently established manufactory for the production of jams, pickles, chutneys, etc., from locally grown fruit.

Further Developments. The Stanger and Lower Tugela division of Victoria County will participate largely in the success which is looked for by the development of the mineral resources of Zululand.

Vast deposits of coal of excellent quality, both for steam and other purposes, have been definitely located in the vicinity of St. Lucia Bay, while gold and other departments of mining are on the move. As St. Lucia Bay is not likely to become an outlet for export, the whole traffic and trade of this vast region will be conveyed by the railway line yet to be constructed.

Sixteen miles beyond Stanger by the post cart route brings Fort Pearson into sight. During the Zulu War of 1879, this was a centre of great activity. Many a British soldier lies buried here, and many a scene of stirring historic interest was enacted in the vicinity. Viewed from the westward, the Fort has the appearance of a small Gibraltar. Slightly to the eastward of it, and close by the river bank, the old "Ultimatum" tree still uplifts its branches as in the days when the chieftains of Cetewayo heard under it their fate pronounced. It may be said that from this point the Zulu War started, and the many tragedies enacted during it had their birth. The Tugela River here is about a quarter of a mile in breadth, and the scenery, apart from its historic interest, is worthy of attention.



SECTION XIV.

MAIN LINE.

DURBAN TO PIETERMARITZBURG.

STANDING on the platform of the Main Station at Durban, and facing westward, it is interesting to know that with only thirteen hours' travel, equal to a journey of 226 miles, with frequent stoppages for rest and refreshment, the climate may be changed from sub-tropical to temperate, and then again to something which closely approaches the torrid, and further, that in the aforesaid brief space of time and distance, an altitude of two and a quarter miles above the sea may be obtained at the Drakensberg, where complete and absolute change of scene is to be found.

As the journey from Durban to the South Coast Junction, a distance of four and a quarter miles out, has already been dealt with on the trip to Isipingo in a previous section, it is unnecessary to do more than take up the thread of the story at that point of divergence. The course of the line runs through a picturesque, broken and well-wooded district, to the village of Bellair.

This village is much scattered, as most of the residents, being wealthy merchants and lawyers, possess either parks or small farms. The population is set down at 800. There are a literary and debating society, a political club, a rifle association, a hall, several convenient hotels, a place of worship, and a school. The soil of Bellair is not only rich, but in the vicinity of the line there are vast deposits of yellow clay-marl, which is now being used extensively for the manufacture of bricks and tiles at the pottery works near Durban.

Bellair,
6 $\frac{3}{4}$ miles
from
Durban.

As a proof of the kindliness of the climate, Mr. Robert Jameson, J.P., who has his home here, has in his grounds flourishing specimens of trees from nearly every country in the world. At Bellair, as at Umbilo, fruit culture is strongly in evidence, and far as the eye can range over the hills,



Caney

PINEAPPLE PLANTATION.

plantations are to be seen. Owing to the great demand for it, land is high priced. At from £60 to £100 per acre, it is scarcely obtainable. The country round Bellair is pleasingly varied; hill, dale and wood combining to make up a perpetual series of charming views. In places, portions of the original sub-tropical bush remain in clusters, lending to even its uncultivated parts especial charms.

In the little ravines, wild flowers and bracken flourish under graceful trees. Passing on through the same kind of scenery, Malvern is arrived at.

This district is one of, if not the, most important fruit producing depôts in Natal. Round the neighbourhood, some

Malvern,
9³/₄ miles
from
Durban.

of the largest fruit growers have their plantations. As the soil and climate are suitable for the production of all kinds of sub-tropical fruits, farms are much sought after, and a large proportion of the district is under cultivation.

Bananas appear to be the staple product, and it is estimated that there are about 500 acres under them. Each acre carries 500 plants. During the first year the yield is one bunch bearing 125 bananas per plant. This yield is about doubled during the second year. During 1894, about 200 cases, each containing 800 bananas, valued at one shilling per hundred, were despatched from this station every week for over-sea export, while fifty or sixty cases per week went up the line to Charlestown for the Johannesburg market. During

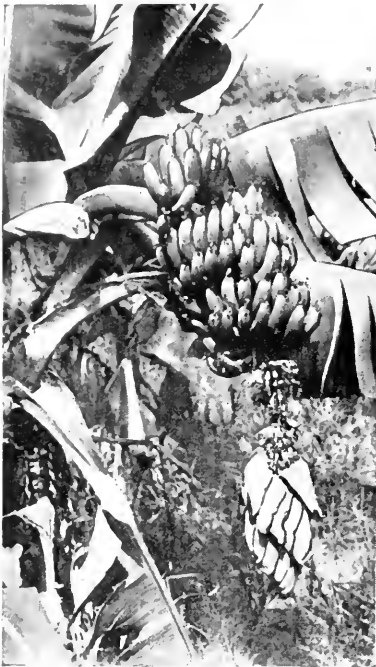


A BANANA PLANTATION.

the winter the supply is reduced to about half; but as the prices increases in inverse ratio, the financial value of the trade remains even. In connection with pineapples, a superior class of plant has been introduced recently. The

Natal pine, however, is the staple, and can hardly be surpassed for flavour, though it is much smaller in bulk than the other.

From 12,000 to 18,000 plants go to the acre. In the first year of bearing one pine per plant is produced as a rule. In



BANANAS.

Ferneyhough

the second year this is increased three-fold. The fruit from the first year's plant is long and conical. The second year's fruit is shorter and thicker. The fourth year is the end of the plant's payable life. It is then dug out, after having produced from each root, which is in fact a cluster of plants, about fifteen to twenty pines. This of course applies to plantations on good soil. A very considerable trade is done in this fruit in the district of Malvern.

Naartjes and oranges also flourish most luxuriantly. These trees come into bearing in their fifth year, and continue until their thirtieth. As the tree ages, the fruit becomes smaller. By cutting its surface or feeding roots, its life may be renewed and the fruit improved. The culture of naartjes and oranges is an item of considerable importance, but as yet the industry has not been systematically carried out.

Delagoa Bay, the East African Ports, and Mauritius take a fair proportion of this class of fruit.

Close to the railway station there is a comfortable hotel, and, as on other points of the line, a wide field of instructive study, both in scenery and flora, is open to the student of science and art. A few miles away, Colonel J. H. Bowker, F.L.S., F.Z.S., has his residence. This widely known soldier and scientist, has impressed his name and personality not only



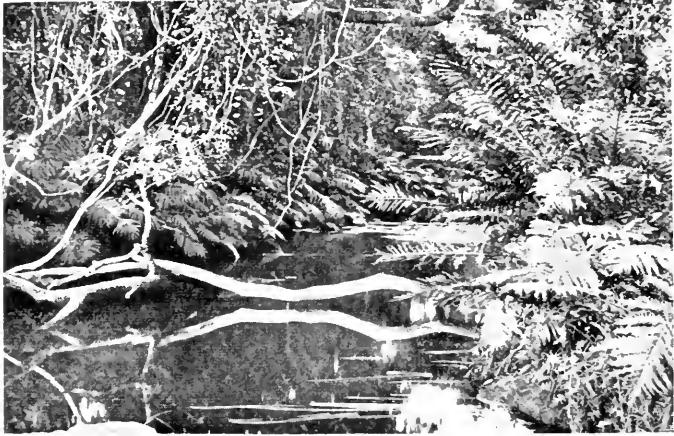
Fig. 10

KRANTZ KLOOF RIVER, NEAR PINETOWN

on the military history of South Africa, but on the records of many eminent scientific societies throughout the world. His home and garden are veritable museums for almost every department of natural history.

North-
dene,
12½ miles
from
Durban.

The next station is that of Northdene. The intervening country continues to be picturesque and broken. Occasional plantations are passed, and here and there the house of a



RIVER SCENE NEAR PINETOWN.

Ingram

settler can be seen. To the right of the line, and conveniently near, a well-appointed Sanatorium has been erected. At this point the first hint of a change of climate is obtained, and the fresh breezes from the uplands come as a grateful contrast to the humid atmosphere of the lower lying districts.

The country in the vicinity of this station is studded with bush, and many fine specimens of the original arborage are to be seen. Leaving the station, the country becomes wilder and less cultivated, until in the vicinity of Pinetown Bridge, where gardens and plantations are again in evidence.

Pinetown
Bridge,
15¼ miles
from
Durban.

Although this station is but a shelter, it is a point of considerable interest, for from here a trip to the Durban Waterworks at the Umboli River can be made. On the right of the line, Cowie's Hill, with its long road scarping, may be seen. It is said that during the Anglo-Dutch War, an

enterprising British colonist was besieged here in his stone-built dwelling, and for some days held his post successfully, but running short of water, he, while his besiegers slept, slipped out and escaped. They continued to besiege for some days longer before they discovered that the bird had flown. History is silent on the sentiments expressed by them on the occasion. At the foot of Cowie's Hill, and between it and the line, the picturesque Palmiet River meanders through a wealth of fern, bracken, and tall sheltering trees. Nature seemed while designing this spot, to be bent on producing an artist's ideal. All man has to do is to clear a path through the tangle, and perfection is attained.

The purling brook, with its moss-grown rocks, its ferns and trailing flowers, might well serve as a theme for the artist and poet.

The old-established settlement of Pinetown has in its day been celebrated as the most important military depôt next to Fort Napier, in the Colony. It is situated in

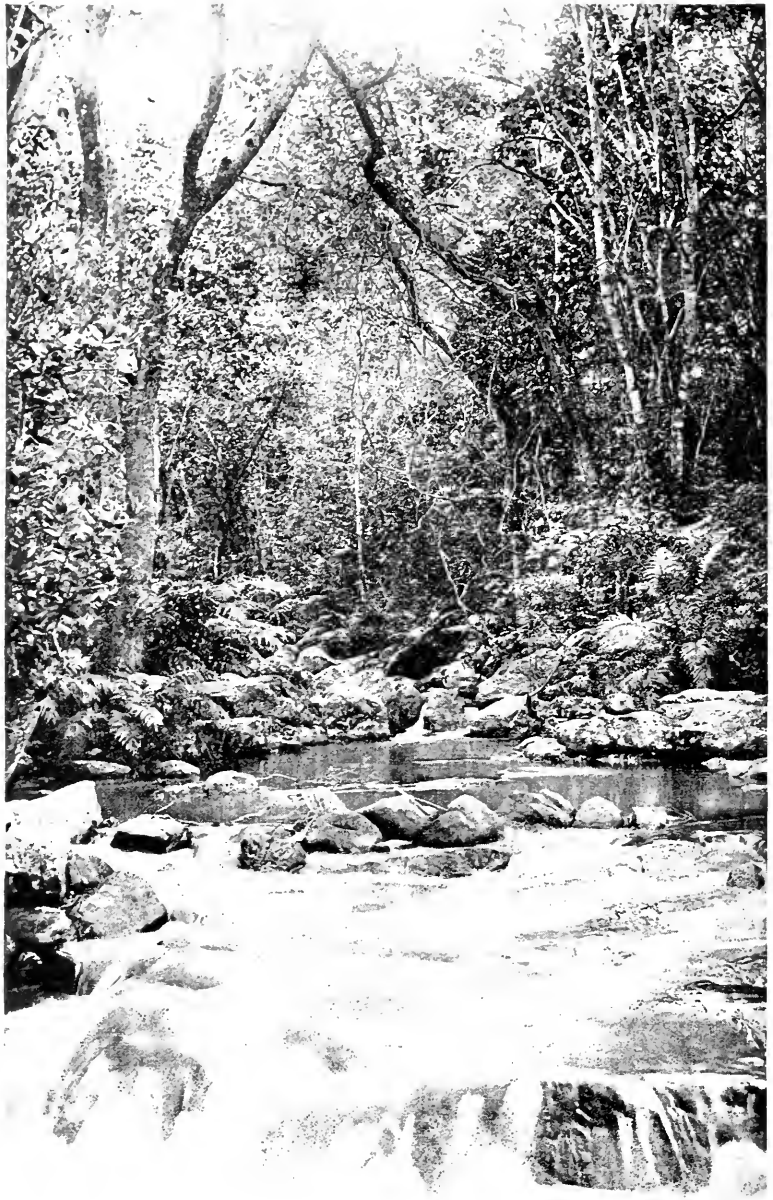
Pinetown,
16½ miles
from
Durban.
Alt. 1,125 ft.



VIEW ON UMBILO RIVER.

D. G. VAN

an amphitheatre of hills, and from its altitude, enjoys a magnificent climate. Its population numbers about 350. It possesses two churches, several hotels, a public library, and many social clubs for tennis, cricket, and football. For many



POET'S CORNER, INKUTU RIVER, NEAR PINETOWN

Ingram

years, that veteran cleric and most popular colonist, the late Rev. Canon Crompton, dwelt here, and by his energy, and skill did much to further the interests of the place.

A few miles to the eastward of the township, is the settlement called New Germany, which was established in the year 1848. From the smallest beginnings the settlers have by dint of thrift, steadily progressed, until at the present time they possess a district noted for its careful farming and agricultural success.

It is in this place that most of the butter, eggs, bacon, etc., for the Durban market is produced.

The late Rev. C. W. Posselt, one of the earliest missionaries in Natal, ministered here for nearly forty years, and left behind him a noble record of purity and worth. A neat church has been erected, and in the Rev. Theodor Glückner, the settlers have found a worthy successor to their late pastor.

A few miles to the westward of Pinetown, the Trappist Missionaries have established an important institution called Mariannahill. From a small beginning, towards the end of 1882, the institution has grown, until it now possesses eleven different stations, besides the mother house, governed and kept in existence by 439 Trappist monks and 223 sisters. The number of pupils attending the schools is 1,030.

The Monastery, situated in a little valley, constitutes a village in itself, possessing streets and all manner of industrial departments. The place has about it the aspect of absolute peace; yet amidst its silence busy hands and busy brains are hard at work. Now and then, with sandalled feet and sombre robe the thoughtful monks pass by. Close at hand in the various one-story buildings, the visitor will be astonished to find, hard at work, joiners and wagon builders, tailors and fitters, printers and book-binders, lithographers and photographers. In the midst of all these are the community's private quarters, the church, dormitory, and refectory.

On the outskirts of the village, facing towards the west, are the school and mission buildings. On the south side is an asylum for all such as love the cloister or monastic life, but who for want of true avocation feel themselves unequal

to the vows of the regular monks. The monastic estate consists of about 7,000 acres of land. About fifteen miles of good road have already been made, and numerous dams constructed for the preservation of water.

Sub silentio is the Trappists' motto, and however divergent one's religious views may be from theirs, it is but bare justice to them to say that in their silence they have laboured, and their labour has brought forth plentifully.

Leaving Pinetown, the line skirts the lower part of the settlement for some distance, and then commences the ascent



Dugram

THE GORGE, KRANTZ KLOOF.

Krantz Kloof, 22 $\frac{1}{4}$ miles from Durban. Alt. 1,808 ft.

of Field's Hill, where, at Krantz Kloof Station, the country assumes an entirely new appearance. Broad, grassy and rounded hills seamed with deep ravines and belts of dark-tinted forest, replace the semi-tropical foliage which prevails between Pinetown and Durban. White fogs and cool bracing breezes prevail in this locality. The fruits of Bellair and Malvern no longer thrive, while cereals and vegetables, such



INKUTU FALLS. NEAR PINETOWN

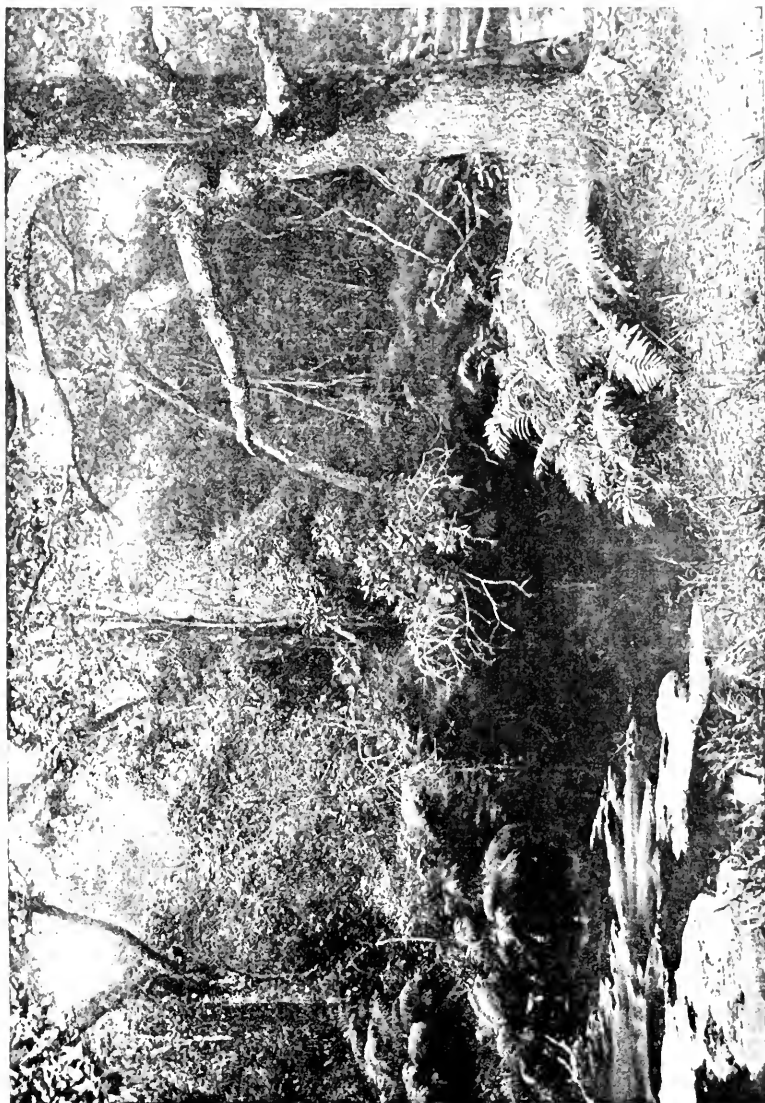
In. an

as oats, potatoes and forage, form the staple articles of produce. From the line there is but scant promise of the magnificent scenic splendours to be enjoyed in the vicinity. To the left of the railway there are several deep fissures and glens whose existence would never be suspected by the stranger. To the right, however, and scarcely three miles away, the valley of "Crowned Cliffs" lies hidden. A few minutes' walk from the station reveals as grand a panoramic treat as is presented anywhere in South Africa.

Step by step, as the traveller advances, his admiration will increase until at the Inkutu River the climax is attained. Towering on either hand are great mountains with cliff-crowned summits. Between them, blue with distance, yawning chasms open out, in some cases considerably over 1,000 feet deep. Forest on forest, cliff on cliff, roll off into the far distance, while through it all winds the Umgeni River. Standing on the wind-swept hills, the eye is fairly dazzled and confused by the majesty and beauty of the scene. In the middle distance a pillar of rock, close upon 800 feet in height, stands like a sentinel watching over the sweet realm of stately solitude. Away in the far depths, the feathery foliage of palms can be seen, while tumbled masses of rock, in some cases weighing thousands of tons, lie scattered about as though but freshly cast from Nature's mould. At times, droves of baboons gambol past, and far off in the forests, slinking leopards and hyænas have their lairs.

Now and then, with a batter of hoofs, a bush buck sweeps by, while overhead, on motionless wings, great African eagles sail slowly across the view. No tourist in Natal should neglect to visit this locality. The prevailing opinion to the effect that African scenery is monotonous, would speedily pass away, could those who often hastily condemn, but spend a week in this vicinity. As there are no hotels in the neighbourhood, provisions and carriers should be brought by train. Tents are also a necessity, and it would be well for intending tourists to obtain guides in Pinetown. At least a week is required to even approximately grasp the extent and beauty of the region.

100



THE PALMIET RIVER

As most of the country is owned either by the Natal Land and Colonization Company, Limited, Mr. Field, or Mr. Gillitt, it is necessary to obtain permission before shooting can be enjoyed. Nearly all the bucks and game-fowl extant in Natal may be found here, while in the Umgeni, capital fishing can be had. Leaving Krantz Kloof, the line passes through a distinctly pastoral country, seamed with trim looking stone dykes, and occasional extensive plantations of black-wattle and eucalyptus.

Gillitt's, 24 $\frac{3}{4}$ miles from Durban. Alt. 1,969 ft. Gillitt's Station is in a lonely situation, the only point of interest about the country being the residence of the land-owner from whom the station takes its name.

Emlerton, 25 $\frac{1}{2}$ miles from Durban. Alt. 2,062 ft. Here, again, there are no points of interest worthy of note. As a rule the train stops but for a moment, and then passes on to Botha's Hill, which is considered half-way to Maritzburg.

Botha's Hill, 31 $\frac{1}{4}$ miles from Durban. Alt. 2,424 ft. As the train approaches this station, some of the heaviest railway cuttings in Natal are passed. Great rocky hills have either been cleft in twain or faced down, and sweeping round the curves it appears at times as though the carriages would be dashed against the cliffs. There is, however, no fear of this, as for years the line, even in periods of heavy pressure, has been managed with scarcely an accident of anything like a serious description.

Winding and turning, the road sweeps on, banked on one side by towering precipices, and on the other by as wild and beautiful a region of rugged mountains as can be anywhere observed.

The configuration of the country is unique, and viewed in the early morning, when the clouds are slowly folding their wings and withdrawing from the scene, the spectator will be forced to admit that no railway line in Africa can present in such a short distance so many scenic charms of such a marked and characteristic description. Standing on the platform at Botha's Hill Station and facing eastward, the eye ranges over a veritable cauldron of peaked and contorted mountains. Here and there, belts of forest can be seen, while rivulets, oftentimes hidden by the foliage, flow from every hill. In the valley, which for the most part is a

native reserve, there are many tribes located; and the tourist would do well to pack up a few days' provisions, secure a trustworthy guide, and march down to visit the kraals of, say, the Bango tribe, whose portly and popular chieftain ever extends a courteous welcome to the white traveller. Should the tourist be a master of the camera, he will come out of the region with a sufficient stock of artistic negatives to make up an album of views which will delight all who see it. A few beads or cheap pocket knives are sufficient recompense to models, whilst a judiciously bestowed shilling on some of the old kraal mothers will ensure a kindly reception, not only to the tourist himself, but to those who follow him.

When Natal possesses a picture gallery of her own, or when the number of colonists has increased sufficiently to make the pursuit of oil painting from nature lucrative, this district is certain to become one of the most popular artistic resorts in South Africa. As a matter of fact, this broken region is a continuation of the Krantz Kloof district, already described. The same description of country continues for many miles, until it culminates near Maritzburg in the grand cliffs of Table Mountain. To the westward of Botha's Hill the country is wild and picturesque.

At this point the granite base of Natal comes to the surface, and the hills in every direction are dotted with huge blocks and slabs of good workable rock. Three miles beyond Botha's Hill, the train passes through the Inchanga tunnel. Though this excavation is but short, it is a well executed piece of work, lined and faced throughout with hewn granite. The dimensions of the tunnel are 15 feet 6 inches in height, 14 feet 6 inches in width, and 70 feet in length. Emerging from it, the line continues to run through a mountainous country for a few miles further, to the Inchanga Station.

At this point a deviation has recently been made in the line, in order to avoid a chasm which was formerly bridged by a lofty iron structure.

Inchanga,
28½ miles
from
Durban.
Alt. 2,063 ft.

A comfortable hotel is established close to the station, and the scenery in the vicinity is of a fine description. At the refreshment bar here meals are served, and sufficient time



Telegram

KRANTZ KLOOF, NEAR GILLITT'S STATION

allowed to partake of them. Every convenience for both male and female passengers is also provided, and the greatest possible care observed in all details affecting the comfort of the travelling public.

At the Cato Ridge Station the change in Natal's agricultural products may be regarded as marked and complete. Farms may be seen to the right and left of the line, and a fair amount of Colonial produce is loaded up here.

At this point on the journey the climate has completely changed to temperate. The sub-tropical products of the coast have been left behind entirely. Oats, forage, potatoes and beans form the staple products of the land, and the market centre of the district is Maritzburg. The open meadow-like country distinctly proclaims it an agricultural locality. At the road crossings the robust-looking farmers, oftentimes mounted on stout, well-built cobs, convey the impression that an open-air life in this latitude is as healthy as remunerative. Though there are here, as elsewhere, men who fail, and in their failure rail at the country, it is pleasing to be able to place on record that honest and skilful agricultural effort has in this place met with a fair measure of success. The history of Camperdown is an interesting one. The farm from which the place takes its name, thirty-two years ago, was owned by Mr. Vanderplank, senior. In those early days it was no easy matter to obtain tenants or to utilise the land in any way. In order to induce settlement the owner cut his land up into small holdings and let them out to eligible farmers for five years free of rent, on the condition that they beneficially occupied and dwelt on their areas. At the expiration of this period the ground could be leased for a term of twenty years at the rate of two shillings and sixpence per acre per annum. Mr. William Thrash, now of Maritzburg, was about the first settler. Messrs. Thomas and Joseph Ellerker were the next, and one by one others followed, until in the district there are now about forty occupied and prosperous farms. Land is now valuable and much sought after.

In the vicinity of Umlaas Road Station there is a siding called after Mr. C. E. Thrash, J.P. This farmer has shown

Cato Ridge,
44½ miles
from
Durban.
Alt. 2,469 ft.

Camper-
down,
47 miles
from
Durban.
Alt. 2,497 ft.

Umlaas
Road,
50½ miles
from
Durban.
Alt. 2,606 ft.



Instagram

KRANTZ KLOOF RIVER

especial enterprise and determination in working up a milling industry, and from the smallest imaginable beginning has now a large and constantly increasing yearly turnover of produce. To the right of the line, Table Mountain, already alluded to, and its companion hill of conical form called Spitzkop, come into fair view, and promise something out of the common in the scenic line. Here, as at Krantz Kloof, the botanical and entomological student will find a rich field awaiting him. Almost every species of fern, bulb, shrub or flower indigenous to South Africa, thrive in their wild state amongst the cliffs and rocks; while deer, game-birds, insects and reptiles can be easily studied and captured by those interested in this department of natural history.

This little station, which lies on the right of the line, may be classed with the last, it being only a few miles distant.

Manderston,
54½ miles
from
Durban.
Alt. 2,863 ft.

New Leeds is another scattered, yet fertile locality. The characteristics of the country are exactly similar to those of Camperdown. As the train passes over the wide meadows, with their light green fields of forage, and darker patches of potatoes, or through long miles of yellow maize, the grumbles which are oftentimes heard from those who cultivate the soil, are apt to be regarded rather as the passing humours resulting from a bad harvest or two, than as having any foundation in solid fact. As at Camperdown, the staple products of the district are forage, potatoes, mealies, French beans, and general garden produce, while dairy and other departments of farming are well in evidence. In summer, Sidonian oats grow well, and yield from thirty to forty hundredweight of oat hay per acre. In winter, Cape oats thrive, and give about twenty hundredweight per acre. Potatoes are largely grown, yielding, under the favourable climatic influences of the district, from twenty-five to fifty sacks per acre, according to the season.

New Leeds,
56 miles
from
Durban.
Alt. 2,919 ft.

A little village has sprung up in this locality. A hotel flanks the station, and a double-storied bacon and ham factory adjoins it.

Richmond
Road,
59½ miles
from
Durban.
Alt. 3,006 ft.

A few miles out there are several well-appointed and prosperous stock and agricultural farms, notable amongst which is that of Mr. Joseph Baynes, M.L.A. This gentleman



Murray

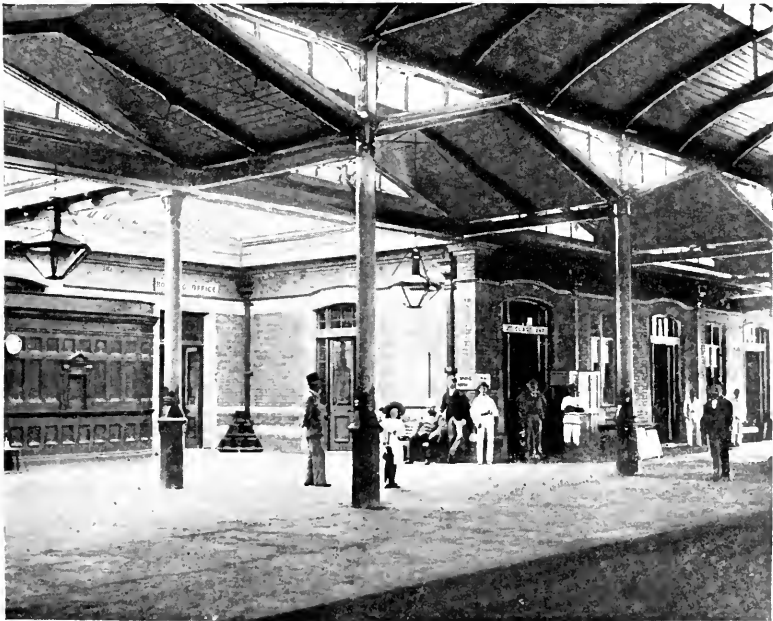
RAILWAY CUTTING NEAR BOTHA'S HILL.

has shown a progressive and enterprising spirit, and has done much to raise farming in the Colony from a haphazard venture, to a scientific and lucrative branch of industry.

One of Mr. Welch's post carts starts every day (Sundays excepted) from the station for the village of Richmond, fifteen miles distant, thence to Lower Umzimkulu and Harding. The journey is accomplished in a day and a half, and the fare is £2 5s. The township of Richmond forms the centre of a highly cultivated and prosperous district. It possesses one hotel, two chapels, and a Government school. Those desirous of making an overland trip to Pondoland, will find this route the most convenient in every respect.

Fox Hill Station next claims attention. This locality may be regarded as a suburb of Pietermaritzburg, and possesses, in

Fox Hill,
63¼ miles
from
Durban.
Alt. 2,810 ft.



INTERIOR OF RAILWAY STATION, MARITZBURG.

addition to a few well-managed farms, several substantially built country residences. Away to the right of the line, Table Mountain still towers over its rugged and beautiful

realm, while slightly further to the eastward the district of Thornville can be seen. As will be apparent from the altitudinal side notes, the line is now descending. The climate is becoming slightly warmer in consequence; while trees, mainly of the black mimosa species, are plentiful. To the left of the line, the broad and wide valley of Slang Spruit lies spread out for miles. Dotted here and there over it are small farms, while Kafir kraals can be descried in many directions. Most of these natives are tenants of the farmers, and, in addition to the Government hut tax of fourteen shillings per hut per year, pay a rental to the landowners.

It has been remarked by many of those who have to do with the natives, that the individuals thus bearing a heavier burden of taxation are less troublesome, and altogether more amenable to law and order than those in the locations. Whether this arises from the habits of industry rendered necessary by the extra calls upon their earning powers or not, is a problem which need not be dealt with here.

Shortly after leaving the last station, the city of Pietermaritzburg comes partially into view. It lies under the noble Zwaartkop Range of Mountains, and with its long stretches of tree-bordered streets, crowned by the ruddy tower of the Town Hall, with here and there a white building to relieve the dull red glow of the tiled roofs, it forms a pleasant and interesting spectacle. This is the capital of the Colony, the headquarters of the military, and the historic centre whence has spread the culture which is so apparent throughout the whole of the land. The *en route* peep obtained of the city is soon cut off by dense groves of trees.

Umsindusi Station is located in a perfect forest of cultivated trees. A few suburban villas have been built in the vicinity. The river of Maritzburg, which gives its name to the station, flows close by, and is bridged by an iron structure of one span of 100 feet. A little distance further on it becomes patent that the city is not far off, for on the right of the line, far as the eye can reach, plantations are in sight. To the left, the slopes upon which Fort Napier is built, cut off the view. Presently the Maritzburg College in its wide and well kept park is passed.

Umsindusi,
63 miles
from
Durban.
Alt. 2,132 ft.

Close to it, the city residence of the Premier, Sir John Robinson, K.C.M.G., can be seen in its dark sheltering groves. To the westward and overshadowing the city, the Town Hill or Zwaartkop bounds the view. At intervals, deep kloofs or valleys are visible. Some of these constitute fashionable



INTERIOR OF RAILWAY STATION, MARITZBURG.

holiday resorts, amongst them being the Chase, and Town Bush Valley. In the latter spot the elements of enjoyment have been lavishly provided by Nature. Cascades, forests, plantations, tree-bordered walks and open meadows leave nothing to be desired.

While these facts are being noted, the train whirls on through countless evidences of advancement. At frequent intervals, the white gates of the road crossings are passed, each gate being presided over by a turbaned Indian, waving a green flag. This latter has nothing to do with the Moslem faith, it being used exclusively for railway signalling purposes.

To the left now, Fort Napier dominates the line, while on the right, glimpses down long placid-looking streets are obtained; then with a prolonged shriek the train slows down and steams under the groined roof of the finest completed railway station in Natal.

Maritzburg,
70½ miles
from
Durban.
Alt. 2,218 ft.

The station is situated at the top of Church Street, and is constructed of brick, with stone facings. The booking hall is 50 feet by 34, and has conveniently placed booking and telegraph offices constructed in highly finished woodwork. Gentlemen's and ladies' first-class waiting rooms with lavatories and retiring rooms, together with a general waiting room, open from this hall. The platform is 400 feet long, and is covered



RAILWAY STATION, MARITZBURG.

Fernyough

with two 30-foot spans of segmental steel roofing. At each end there is a dock siding for the despatch of local trains. To the left of the booking hall are the refreshment rooms, with large dining room and bar, and to the right are the cloak room and parcels office, together with the offices of the district superintendent, inspector, etc. The upper floor contains quarters for the refreshment room attendants, as well

as local offices for the general manager and other officials. On the other side of the line and close to the station, there is a large engine shed fitted with a double line of rails, and capable of holding twenty-two locomotives. A commodious coal shed adjoins this, together with a blacksmith's shop. Two large goods sheds are provided for the reception and despatch of merchandise. Beside these, the military authorities have two extensive buildings devoted exclusively to their service.

Standing at the main exit of the station, overlooking the town, a view down the length of Church Street is obtained. As many of the buildings in the immediate vicinity of the station date from the earliest days of Maritzburg, they do not strike the eye pleasingly, but further down the street, in the business portion of the city, there are numerous fine and lofty structures. To the right of the street and close to the station, Government House is located. In the next section the city will be as fully described and treated as space will allow.





SECTION XV.

PIETERMARITZBURG.

ITS HISTORY AND DESCRIPTION.

THREE-QUARTERS of a century ago, the Kafir tribe of Abakwamacibise occupied the lands which are now the borough of Pietermaritzburg. Scattered by the war of extermination and conquest in which Chaka laid waste the whole of Natal, the tribe has never become reorganised.

Twenty years later, a party of emigrant Dutch, discontented with the British Government in the Cape Colony, entered Natal under the leadership of Pieter Retief and Gert Maritz. The thrilling story of the trials and sufferings of this courageous band of pioneers, the bloody massacre of a large number of the party by Dingaan, and the name Weenen (weeping) given by the Boers to the locality where the massacre occurred, are well-known features in the history of the Colony, and will be described in due course. The insecure and unsettled condition of the country, and the apprehension of being attacked by the Zulus, induced many of the emigrants to form townships and settle in them in preference to occupying farms where they would be exposed to constant dangers. The central position and natural advantages of what is now Pietermaritzburg attracted large numbers, and it was soon apparent that Boschjesman's Rand Bushman's Ridge, as it was then called, was a site admirably adapted for the seat of Government and the capital of Natal.

A Council of the People (Volksraad) having been elected in 1839, the name Pietermaritzburg was given to the city in commemoration of the two original leaders



MARITZBURG, LOOKING NORTH.

of the expedition, both of whom had died in the preceding year.

The 15th February, 1839, is the date attached to certain "regulations and instructions for fixing the situation and promoting the regularity of the town, or chief dorp of Pietermaritzburg," issued by the Volksraad, and this may be regarded as the date of the foundation of the city. Streets were laid out, and the town divided into building lots, called *erven*, of about an acre and three-quarters each. By virtue of an early regulation, each of the emigrants was entitled to two farms in the Colony, and an *erf* in one of the towns, and during the years 1839 and 1840 about 460 *erven* in Maritzburg were thus disposed of, or publicly sold at prices ranging from £4 to £7 10s. each.

The manner in which the town was laid out compels admiration. Divided by nine parallel streets eighty feet wide, and these intersected at right angles by five others of equal width, abundant provision was made for the future growth of the city and the requirements of a large population. In 1841, about eighty houses had been erected, and although few of these were of a permanent character, yet several important buildings were in progress.

At the foot of the Market Square stands an old building, now used as a soda-water factory. This was the first church and one of the first houses erected in Pietermaritzburg, and the circumstances connected with its erection are worth narrating.

The Weenen massacre had inspired in the Boer emigrants a deep desire for revenge, and their own safety to a great extent depended upon the overthrow of Dingaan and his forces. An expedition was organised for this object, and proceeded against the Zulu Chief; but before making any attack upon him, the Boers engaged in prayer, and made a solemn vow that if the Lord would grant them the victory, they would "raise a house to the memory of His great name, wherever it might please Him." Needless to say, decisive victory blessed their arms, and the vow was faithfully kept by the erection of the old Dutch Church above referred

to, and every man of the party assisted either with labour or materials. This is the Mother Church of South-East Africa.

The New Dutch Reformed Church has been erected on a site close by the old building, which is now no longer the property of that religious body. Previous to its alienation, a provision was made in the title deeds to prevent this historic structure ever being desecrated by the sale of alcoholic liquors.

In 1843, the district of Natal was proclaimed a British Colony, and in 1845 was constituted a part of the Cape Colony, with a separate Government but no legislative powers. In 1856, Natal became a distinct Colony, with an elective Legislature.

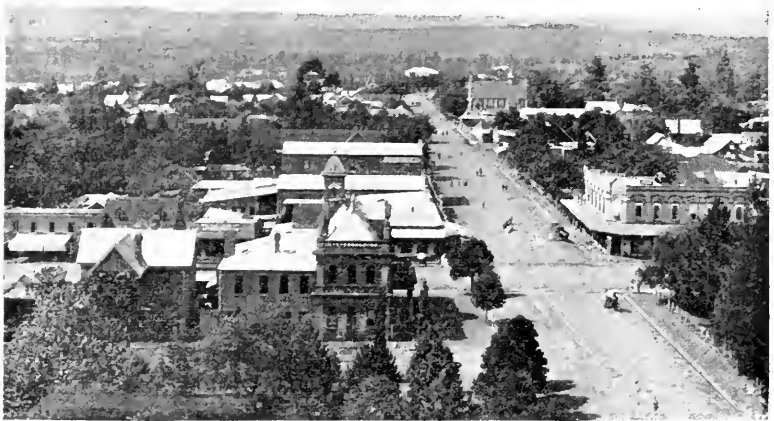
In 1844, a weekly Dutch newspaper, called *The Natalier*, was issued by a Dutchman named Cornelius Moll. The editor was a Frenchman of the name of Boniface, and the paper was written in a spirit antagonistic to the British Government. It has the credit of being the first newspaper published in Natal, and was succeeded, after a brief existence of one year, by *The Patriot*, which in its turn gave way to *The Natal Witness*, established in 1846, as a weekly. The publisher and editor was Mr. David Dale Buchanan, an energetic and able journalist, and subsequently the first Mayor of Maritzburg.

Scathing comments on judicial proceedings, and fearless criticism of public men, resulted in the frequent incarceration of the editor for contempt of court and offences against the law of libel. Undaunted, he continued to launch forth against his adversaries, and even within the prison walls he wrote the leaders for his next issue.

No regular postal service existed between the towns of Maritzburg and Durban at this time, and the only means of communication was by special messenger. To a man of Mr. Buchanan's energetic disposition this was intolerable, and he established "The Natal Witness Express," by means of which communications might be sent to Durban on Friday mornings, the day on which his paper was published. The return post came in on Saturdays.

In 1847 a law was passed by the Cape Legislature for the

creation of Municipal Boards in the towns and villages of Natal, and in January, 1848, a meeting of resident householders was held for the purpose of taking advantage of the provisions of this law, and of passing the necessary municipal regulations. The municipality was divided into six wards, and to each ward was appointed an official, designated a ward-master, whose duty it was to keep an accurate list of the houses and residents



MARITZBURG, LOOKING SOUTH

in his ward, and generally to look after its interests. The governing municipal body, however, was the Board of Commissioners, composed of five members, and invested with similar powers to the present Town Councils.

The first Board elected consisted of Mr. A. T. Caldecott (chairman), and Messrs. William Van Aardt, Philip Ferreira, Dr. B. Poortman, and P. J. Jung. The first meeting held by the commissioners was on the 27th March, 1848, when sundry officers were appointed, among others, Mr. John Polydore Steele, as town clerk, market master, town collector, and overseer of waterworks, at a salary of £100 per annum. One of the

members of the Board—Mr. P. Ferreira, afterwards Mayor of Maritzburg—was appointed treasurer, and held the office for a number of years. The remuneration attached to this office was a “vote of thanks.”

Public meetings were called for the purpose of levying rates as occasion required, but beyond the commissioners and ward-masters, few householders seem to have attended, as would appear from the fact that the first general rate levied was fixed at one penny in the £ by seven votes; an amendment to make it three farthings only receiving five votes.

In August, 1854, Pietermaritzburg rose to the dignity of a legally constituted borough, with a Mayor and Town Council.

The newly-formed borough was endowed with 28,000 acres of town lands, and all the unalienated erven within the city. To support its dignity a borough seal was necessary, and one designed by Mr. Sanderson was adopted. It consists of five stars surmounting an elephant, with the word “Umgungunhlovu,” the Kafir name for Pietermaritzburg. The literal signification of the word is “the conqueror of the elephant,” and was originally applied to Dingaan and to his kraal. By a natural transition it came to signify “the seat of the Government,” and hence the capital of the Colony. The centre star refers to the Star of Bethlehem, in allusion to the discovery of Natal on Christmas Day, while the other four represent the Southern Cross, an emblem of Christianity, and indicative of the Colony’s geographical position.

The gradual increase in the Municipal Revenue consequent on the steady growth of the town, enabled the Corporation to undertake comparatively large public works. Bridges were built across the Umsindusi River, improvements effected to the main thoroughfares, and tree-planting, to which the beauty of the city owes so much, began to engage considerable attention. Numerous lots of town lands were acquired by settlers at prices ranging from £2 10s. to £5 per acre, and many portions were leased for agricultural and brick-making purposes.

With commendable foresight, the Corporation determined that before the borough lands were extensively taken up by

purchase or lease, they would benefit by the bitter experience of large English cities, and ere it was too late, preserve open spaces as recreation grounds for the public. Mr. (now Sir) John Akerman, and Messrs. Bale and Leathern were the first to move in this direction, and one of the results of their action is the Alexandra Park. The finances of the Council were not at that time in a position to do much towards beautifying that now popular place of resort, but the site was reserved, in extent 180 acres, and in 1863 secured by deed of trust as a public park. Subsequent Councils have vied with each other in increasing its attractions, and have imitated the good example



CHURCH STREET, MARITZBURG.

Ferneyhough

of their far-seeing predecessors, by reserving sites for parks in parts of the borough where they may be of incalculable value when the town becomes thickly populated.

In 1861 the Town Council liberally responded to a proposition made by Governor Scott for the establishment of a college or high school, and its endowment jointly by the

Government and Corporation. The Government provided £6,000, and the Corporation gave £5,000, together with a site for the college. The old high school building, now converted into a primary school, was erected with the funds thus provided.

In the earlier period of its municipal history, when the Corporate funds ran short, it was customary to raise money by means of promissory notes, occasionally guaranteed by individual members of the Council. When the town increased in size and importance, it became necessary to undertake public works of some magnitude, and as the levying of rates to pay for these would have thrown unusually heavy burdens upon the ratepayers, some other expedient had to be adopted. The extensive town lands with which the city had been endowed were made available for this purpose, and it became the practice whenever any work of a permanent or quasi-permanent character was undertaken, that a number of town land lots were sold, and the proceeds applied to the execution of the work. Short-dated loans were occasionally raised, and liquidated by the sale of borough lands, until in 1864 the Council began to learn that it was easier to raise money than to sell the land. Several short loans began to fall due, and the Council to be pressed for payment. Application was made to the Government, and in the latter part of 1864 a law was passed authorising the Council to raise funds by debentures, secured by the revenue of the borough and the unsold town lands. Provision was made for the payment of interest and the redemption of the loan on maturity by the establishment of a sinking fund, into which the proceeds of all future sales of town lands were to be paid. This provision has proved ample, for although one portion of the loan was issued at par, and bearing nine per cent. interest, and another at thirty per cent. discount, bearing six per cent. interest, the sinking fund is now larger than the unredeemed portion of the loan.

The borrowing powers which were thus obtained were not exhausted until 1880, and it is satisfactory to note that for a

number of years previous to this there was no difficulty in obtaining money at six, and five and a half per cent. In 1882, a further loan of £100,000 was authorised and raised at six per cent. interest, within a period of two years. This loan was applied principally to the construction of waterworks, the erection of a new market hall and police station, the better lighting of the town, and the hardening of roads.

Recently, legislative authority has been obtained to issue inscribed stock to the amount of £150,000, and to convert the two previous loans into this class of security. The portion already raised was speedily taken up in the Colony at an average premium of seven per cent., although the stock only bears interest at five per cent. This is a result which may well bear comparison with municipalities in more important Colonies.

During the years 1864-67, the Colony passed through a period of great commercial depression. The rivalry of banks and other financial institutions, several of which had recently been started, offered unusual facilities for borrowing money. This had the effect of stimulating enterprise to an unwholesome degree, and much capital was sunk in unproductive ventures.

The high rents levied for the use of dwellings induced many to borrow money and erect houses in order to escape the exactions of a landlord. Dwellings being thus increased beyond the requirements of the town, the incomes derivable from rents were considerably curtailed, and the inevitable results of over speculation in other directions began to be apparent. The complacency of the banks, and their readiness in making advances, came to a speedy conclusion, and they made every effort to secure themselves against loss by getting a hold over the bulk of the property of their debtors.

Several firms had made extensive use of accommodation bills, and the customary mode of paying for goods was by means of promissory notes which were renewed from time to time, and passed from hand to hand with so little consideration as almost to constitute a "paper currency." The reckless manner in which persons endorsed bills, and the utter absence

of care in financial transactions, could have only one result. A large firm, transacting business in every part of the Colony, failed with £100,000 liabilities, and inflicted many losses, principally on the farming community. This was followed by another with £50,000 liabilities, and, as every one had been so ready to oblige his neighbour by endorsing bills, few persons



GENERAL POST OFFICE AND COURT HOUSE, MARITZBURG.

South

knew to what extent they were involved. When the banks began to exercise pressure, many sought refuge in the Insolvency Court, and the inability of these to meet their liabilities involved others in their fall.

In the city, the depression was perhaps more felt than in other parts of the Colony, and the absence of trade compelled mercantile and other establishments to discharge numbers of their employés. The Corporation found it impossible to collect more than a third of its revenue, and was obliged to have an overdraft at the bank of £10,000—more than two years' revenue at that time. The discovery of the Diamond Fields in 1870 attracted large numbers

of Natal colonists to Kimberley, and for the most part they were successful in acquiring wealth. On their return to Natal, many of them bought back the properties they had been forced to abandon in the financial crisis, and invested their money in houses and farms within Natal. The impetus given to trade by the growing importance of the Fields, enabled the Colony to recover from the commercial depression, and the increased wealth of individuals reacted on the whole community.

The preparations for the Zulu War in 1878, the calling out of the mounted volunteers, the organising and equipment of corps of irregular cavalry and native contingents, the constant arrival of troops from England, and their departure to the Zulu border, occasioned great stir and excitement in Maritzburg, which was the base of supplies during the campaign. The dreadful news of the battle of Isandhlwana not only brought grief and desolation to many a colonist's home, but led the people to realise how imminent was the danger of a Zulu invasion. A city guard, which had been formed, received large accessions to its numbers, and nightly did sentry duty throughout the town. One large laager was constructed at the Post Office, embracing the part of the city between Commercial Road, Timber Street, Pietermaritz Street, and Longmarket Street. Two others were made at the Gaol and the Camp. The streets and shops were barricaded, loopholed, and every preparation made to give the Zulus a warm reception. The defences were provisioned, and three guns fired from Fort Napier was to be the signal for the inhabitants to get into laager. Vague rumours got about that the Zulus were close to the city, and the people were in a state of suspense, not knowing what an hour might bring forth. However, the news of the gallant defence of Rorke's Drift, by which the Colony was doubtless saved from invasion, relieved the spell of intense excitement, and the citizens began to breathe more freely. The subsequent events of the war lie beyond the scope of this volume, but reference must be made to the death of the Prince Imperial of France, the reception of whose body was probably one of the most

mournful and impressive pageants the city has ever witnessed. Many in Maritzburg had experienced the same loss that his widowed mother was deploring, and memories of Isandhlwana gave point to the grief and heartfelt sympathy everywhere expressed.

No sooner were the hostilities in Zululand at an end than the troubles in the Transvaal began, and the city once more was astir with the movements of troops to the front.

The proximity of the seat of war, and the business and other relations which Natalians had with the Transvaal, caused great interest to be taken in the struggle, and the news of the defeat of the English troops at Laing's Nek and Amajuba produced alarm in the city.

In 1886, the discovery of the Gold Fields at Barberton created much excitement, and the formation of syndicates to send representatives to "peg out" claims was a daily, almost hourly, occurrence. Numerous companies were floated in the city, for the working of properties, and considerable sums of money fruitlessly spent. In the following year, gold was discovered at Witwatersrand, and the representatives of City Syndicates were fortunate in securing valuable properties. Speculation in shares, which had commenced during the excitement in connection with the Barberton Fields, began to assume huge dimensions.

The attention of the London Stock Exchange was directed to the South African Gold Fields, and shares in the leading companies rose to enormous prices.

Shortly afterwards, when the inevitable crash came, many who thought they had made a competency for life, found that their fortunes were only on paper, and that they were exceptionally lucky if they had escaped from being seriously involved.

The system of water supply established by the Dutch settlers was that of open water-courses called sluits, by means of which the supply was led through the streets of the city. The water was thus available either for motive power, irrigation or domestic use, and the oxygenating properties of running water kept the supply pure and wholesome. As the

town became more thickly populated, there was greater need for thorough supervision of the water-courses, and for definition of the rights of householders to the use of the water.

The municipal authorities at first shrank from undertaking an extensive scheme of water supply by pipes, and in 1875



NATAL POLICE BARRACKS, MARITZBURG.

the Mayor expressed a hope that some company might be induced to take the matter up. Fortunately for the borough no company came forward, and the Corporation had at last to deal with the question, which was becoming a more pressing one every day. Finally, plans and specifications were called for in 1878, and premiums offered for the best plans. An English firm of engineers, Messrs. Beardmore, Barnes & Twigg, were the successful competitors, and they undertook to have the works carried out at a cost of nearly £30,000. Contracts were entered into, and in 1881 the waterworks were formally opened. Extensions of the original plan have since brought up the cost to nearly £60,000, but the excellent quality and abundance of the water are priceless advantages which a period of drought would cause to be estimated at their true value. A considerable revenue is now being derived by the city for the use of water for other than domestic purposes, and the Railway Department, the Brewery, and the Camp are all consumers who contribute largely to the city funds. The utmost care is taken to ensure the purity of the water by a systematic supervision of the sources of supply, and periodical cleansing of the reservoirs and filtration beds.

The Natal Society was established in 1851, and had for its objects the development of the physical, commercial, agricultural, and other resources of Natal and Eastern Africa. A Library and Museum were formed, lectures were delivered on various subjects connected with the objects of the Society, and a prize of £25 was given for an essay on the "moral and physical condition of Natal, with practical suggestions as to its capabilities and means of supplying an industrial population." Considerable interest was manifested in the work of the Society, numerous donations of books and money were made by its friends, and the Government assisted it with a liberal grant from the public funds. The limited resources of the Society,



PARLIAMENT BUILDINGS, MARITZBURG.

Ferneyhough 4

however, rendered it impracticable to do more than direct attention to the various important subjects it sought to deal with, and the Library department was the only branch which seemed likely to prove ultimately useful.

In 1872 the Society took advantage of the provisions of an Ordinance then passed to become a body corporate. The present Library was erected in 1878.

During recent years the Museum department so largely increased as to render additional accommodation absolutely necessary. The fine large hall now adjoining the Library was constructed for that purpose, and sufficient space is secured for the valuable collection of curious and interesting specimens which continued to be sent in from various parts of South Africa.

At present the Library contains about 10,000 volumes, and the circulation of books and magazines is about 35,000 per annum. The Government makes a grant of £350 per annum to the Society, and the subscriptions amount to about an equal sum. The usefulness of the institution is fully shown by the attendance of readers, being on an average 400 per diem.

Several Building Societies were established very early in the city's history, and met with considerable success. At the present time there are no fewer than four terminable and two permanent societies of this kind, with a capital of about £100,000. In the progress of the town these institutions have played no mean part, and few cities of equal size can show so large a proportion of dwellings whose occupiers are also their proprietors. The encouragement of thrift and self-help amongst the working classes, who are the backbone of the community, is the primary object of building societies, and the large measure of success they have achieved speaks well for the provident habits of this important section of the population.

No less important a factor in the welfare of the community is the large membership of friendly and benefit societies. The earliest established was a branch of the Oddfellows, and the lodge here is one of the most prosperous in the whole Order, possessing funds to the extent of £6,000, and a membership of over 200. Courts of Foresters and Shepherds also flourish, and the most recent addition to the number of these institutions is a benefit society established among the coloured population, which has already made such progress as to possess a well-built hall for holding meetings.

In the year 1854, it is stated that there were about 300 houses in the city, and 2,000 inhabitants of all nationalities. In 1863 a reliable census was taken, which showed that the city contained 701 houses and 4,491 inhabitants, classed as follows: Whites 3,118, Blacks 1,795, and Coolies 78. In 1881 this population had increased to 10,000, and the number



TOWN HALL, MARITZBURG.

Forneyhough

of Indians to 750. The last census shows the number of houses to be 2,139, and the population 18,000, distributed as follows: European 10,436, Native 4,969, Indian 2,595.

The rateable value of property within the borough in 1871 was £270,262. In 1881 this had increased to £1,052,013, and at present (1895) amounts to £1,446,607. The value of town lands is £275,000. These totals are exclusive of churches, public buildings, and other properties, which are exempt from rates. Of late years, great improvements have been made in the class of buildings erected for dwelling houses and shops; and the houses erected thirty or forty years ago are gradually

being replaced by neat cottages and villas of modern design. In the suburbs, many handsome dwellings have been built within the past ten years, and certain localities already have the reputation of being "fashionable."

Local industries of some magnitude are beginning to make their appearance. Large brewery works have been erected by an English company, and are now in full swing. The demand for the products is quite equal to the supply, and it is hoped that in a short time Colonial ale will drive the imported article out of the market.

The Natal Tanning Company, Limited, deserves especial mention, as it is the pioneer of an important class of industry.

The Company was incorporated in the year 1891. Its leather is produced from Natal hides, and is manufactured from Colonial-grown wattle bark. The capital of the Company is £8,000; and it has earned the Government reward which was offered for the manufacture of Colonial leather. It employs in all about twenty-five hands; skilled European operatives, Coolies and Kafirs.

The premises, extending over five acres, are on the banks of the Umsindusi, where the Company has ample water power for working all its machinery, grinding its bark and pumping its liquors. The machinery is all manufactured by Messrs. Huxham & Brown, of Exeter, and includes disintegrating, scouring, rolling and belt-making machines.

The output of the Tannery is about eighty hides per week. These are converted into sole leather, harness leather, and machine belting. The tan pits are forty in number, and are, together with the adjoining lime pits, built of brick, lined with cement, and roofed over to protect them from the storms.

The warehouses, drying and currying sheds are extensive. The quality of the Company's leather has been steadily improving, and its sale gradually progressing. The tanyard has been so planned that the number of pits can be doubled when occasion requires.

The cultivation of wattle (*Acacia Mollissima*) has now become one of the permanent industries of the Colony, and

the supply of ox hides is abundant. In addition to wattle bark, the Company uses other tanning ingredients, such as sumach, salonia and myrabolane, which it has to import at present, but which could all be grown in this Colony. No expense is being spared to produce a leather that will compare favourably with that imported from England.

The Agricultural Show, which is held in Pietermaritzburg annually during the month of May, is an important feature in the industry and progress of the Colony.

Exhibits of every description of produce, manufactures, implements, cattle, dogs, poultry, etc., are received from all parts of Natal, and valuable prizes presented by individuals as well as by the Society, are awarded to the successful competitors.

It has increased year by year, and is now the most flourishing of its kind in South Africa.

The Hon. T. K. Murray, M.L.A., who for a considerable time was President of the Society, has, by his indefatigable energy, contributed most materially to its success.

The extensive property, and large hall in the grounds, are sufficient testimony to the growing importance of this institution.

The Horticultural Society is also worthy of especial mention. It was established in the year 1864, and had for its object the encouragement of the growth of indigenous and exotic flora, fruits and vegetables. There are five or six exhibitions held throughout the Colony every year. It is self-supporting, and has done eminent service in the direction aimed at by its founders.

Thirteen years ago, Maritzburg was the terminus of the Natal Government Railways, and it was confidently predicted that when the line was extended further north, the capital of Natal would sink into an insignificant village, inhabited by a few officials.

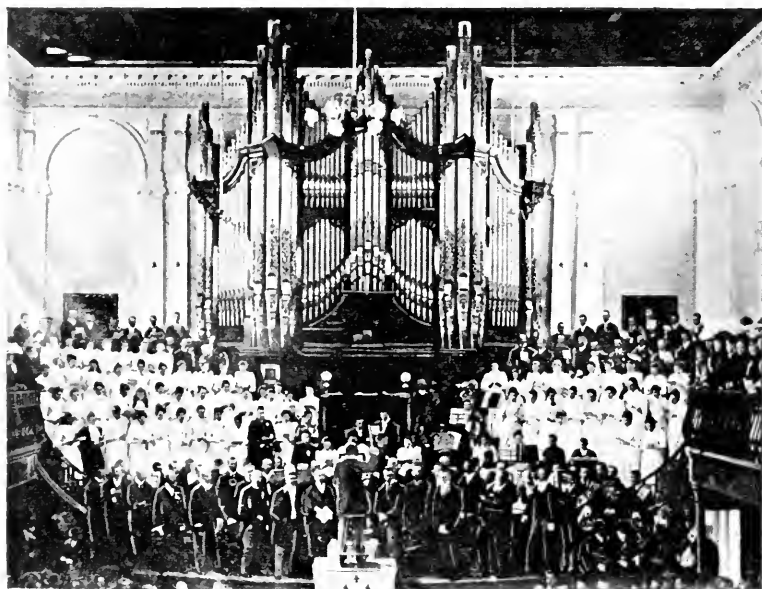
True it is that the forwarding agent and transport rider have gone elsewhere to ply their callings; still Maritzburg has progressed, and that steadily.

Its population has increased, within ten years, by seventy-five per cent.; and the agricultural district of which it is the

centre has greatly improved. Large sums of money have been spent on surface drainage and the construction of roads. The effective maintenance of forty miles of streets, besides suburban roads, in a country where heavy rain storms are frequent, necessarily involves constant expenditure.

A well-managed police force, composed of twenty European and forty native constables, has replaced what in early days was designated an "undisciplined rabble."

If the number and size of public buildings be considered a test of any town's relative importance, the claims of Pietermaritzburg to be counted among the most important cities in South Africa rest upon very substantial grounds. The past decade has witnessed the demolition of many



INTERIOR OF TOWN HALL AND ORGAN ON OPENING CEREMONY.

Allerton

primitive structures originally used for public purposes, and the erection of handsome and commodious edifices calculated to meet the increasing demands of a progressive Colony. Whatever may be the failings of the colonists of Natal, they

cannot be accused of want of confidence in the future of their country, and croaking pessimists find but little sympathy among a hopeful, self-reliant, and energetic community.

The public buildings are of two classes—the one belonging to the Government of the Colony, and the other being the property of the Municipality. Of the former, Government House, the residence of the Governor of Natal, is a well-built and commodious mansion which has recently been enlarged.



MARKET, MARITZBURG.

Fernyhough

The Supreme Court of the Colony and the Post Office are, with other Government departments, accommodated in a large building well suited to their present needs. The Legislative Assembly, which formerly held its sessions in the Supreme Court, occasionally to the inconvenience of the administrators of the law, now occupy what is probably the finest building in the city, and certainly the most convenient, well-finished, and elaborately furnished.

The Colonial Offices which are about to be erected on the site of the existing range of buildings used for that purpose,

will be an imposing and beautiful addition to the street frontage. It is the intention of the Government to place them some short distance back from the street in order to leave room for the erection of such monuments and statues as may be desired. The specifications and plans which are already published, indicate that in convenience and extent the buildings will be in all respects worthy of the progressive nature of the country, and well ahead of the present requirements. This is as it should be, for year by year the advances made generally in the structural features of the town are so great as to necessitate the utmost care in connection with so important an office.

In the suburbs, extensive barracks for the Natal Police have lately been built, and may probably be further added to. The Natal Government Lunatic Asylum has had very large additions made to it, and, besides having one of the best town lands sites, is a very fine group of buildings. In addition to minor Government institutions, there are three schools—one for boys and two for girls—all of which are very good modern structures, specially designed for the purposes for which they are used.

Grey's Hospital, which receives a Government grant of £2,200 per annum, is also a commodious structure.

The Municipal Buildings comprise a large and well-designed Market Hall, erected in 1884 at a cost of £8,000, the rapidly increasing importance of the market having rendered it indispensable that more extensive and suitable premises should replace the old Market House, originally built by the Dutch. In the same year, and on an adjoining site, a new Borough Police Station, costing £7,000, took the place of the old structure which had served in former days as a gaol. In close proximity to these, the new Town Hall has been erected, and the three structures, as depicted in the illustrations, extending from Church Street to Longmarket Street, facing the Post Office, form a block of buildings worthy of the capital of Natal. A Town Hall for Maritzburg had been repeatedly talked about from the earliest days of a Corporation, and in 1860, advantage was taken of the visit of the Duke of Edinburgh, who consented to lay the foundation stone.

Great rejoicings and festivities celebrated the event, but the stone lay for thirty years a silent witness to the small income of the city.

In 1888, Mr. J. J. Chapman, then Mayor, laid before the Town Council a scheme for the consolidation of the existing



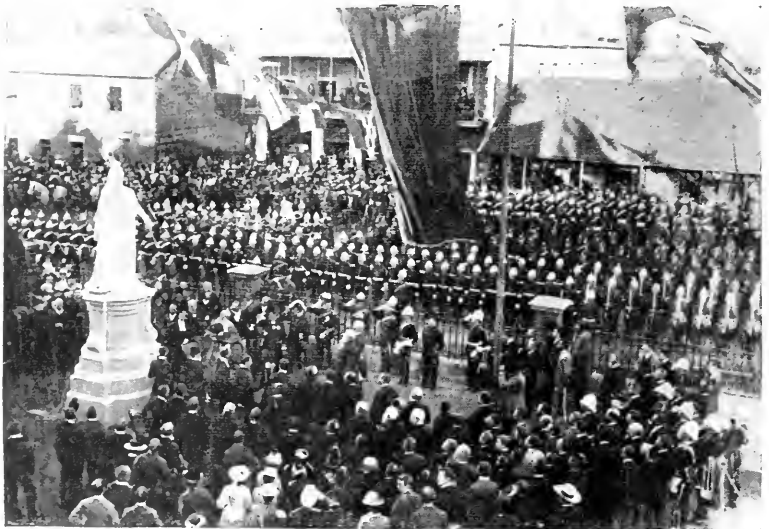
LAKE IN BOTANICAL GARDENS, MARITZBURG.

debt of the municipality, its conversion into inscribed stock, issued at a low rate of interest, the gradual release of the sinking funds, and their expenditure on permanent public works. By this scheme the Council was in a position to undertake the erection of a Town Hall, and in order to make the building as large as possible, and suited for the future needs of the borough, application was made to the Government for its co-operation. This being successful, the Council adopted the proposal. Under the arrangement made, the Government will be tenants of a portion of the building for at least ten years.

The following is a description of the Hall: The style is free Renaissance, and as this has had as it were a new birth in England, grown up from modern needs, it can only be correctly described as "Victorian," with piazza and balconies, designed to especially suit the scorching suns of Natal. As to the internal arrangements, the rooms are all large, airy, and well lighted. The Main Hall is a noble room, and well proportioned, being 114 feet long, including the proscenium, by

53 feet wide. The Council Chamber, $45\frac{1}{2}$ feet by $27\frac{1}{2}$ feet, is also a fine room, and has an open balcony running along the entire front. This is approached by broad French casements. The Main Entrance Hall in Church Street is 18 feet by 16, with an antecedent vestibule. The Entrance Hall in Commercial Road, 28 feet by 24, is larger, and contains the grand staircase. There is also an annexe to this hall 12 feet by 8, and an antecedent vestibule. Cloak rooms are attached to both entrances.

The Municipal Government Rooms to the north side of Commercial Road, having a frontage to Church Street, are



Ferneyhough

UNVEILING JUBILEE STATUE OF HER MAJESTY
IN FRONT OF LEGISLATIVE ASSEMBLY BUILDINGS, MARITZBURG.

ample in space and convenience. There is also a subsidiary staircase and entrance at the north-east corner.

The Town Clerk and staff, Justice of the Peace, and Borough Engineer are all amply provided for; the Council Chamber (already mentioned), retiring rooms for members of the Council, Mayor's Parlour and appurtenances, all being furnished. The Legislative Council, or Upper House, occupies some chambers overlooking the Church Street entrance.

The south-west side of Commercial Road, and south semi-front, are all occupied by Government officials. The Resident Magistrate's Court, 40 feet by 22, is situated here. There are three rooms for the Magistrate and staff, two for Indian and native interpreters, another for constables and witnesses, and two for prisoners of both sexes. On the first floor of this portion, the Audit Department has five large rooms and extensive basement accommodation below the Resident Magistrate's Court, etc. The Education Department has four large rooms, and the Commissioner of Mines the same number. Lavatories, etc., are attached to each department.

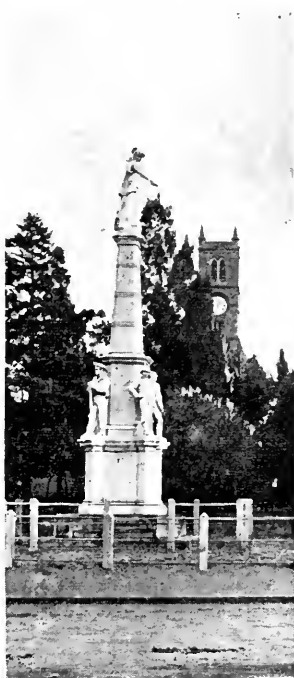
In the rear are kitchen, store room, and retiring rooms from proscenium stage. Underneath the Main Hall, vast cellarage has been constructed at very slight additional cost.

The entire building is lighted by electricity. A magnificent organ, erected mainly by subscription of the burgesses and others at a cost of about £4,000, has been placed in the Main Hall, and is a considerable source of attraction.

The tower, which is about 125 feet in height, contains a large clock and chime of bells.

The Hall was opened on the 15th June, 1893, and its total cost was £42,317.

Of churches and chapels in Maritzburg there are many; the most notable, perhaps, being the Cathedrals of St. Peter's and St. Saviour's. Every other denomination is strongly represented, and the style of building, together with their interior fittings, are sufficient evidence of the religious vitality of the city. It may be interesting to mention here that the



Stephens
ZULU WAR MONUMENT,
MARITZBURG.

remains of that world-famed prelate, the Right Rev. J. W. Colenso, D.D., formerly Lord Bishop of Natal, are reverently laid beside the altar of St. Peter's Cathedral.

Of monuments, Maritzburg possesses four artistically designed and elaborately finished specimens.

Opposite the Town Hall, at the corner of Church Street and Commercial Road, a magnificent cluster of white marble figures has been placed to commemorate the names of those who fell in the Zulu War. Near the Market Hall a column has been erected in honour of those volunteers who died in the suppression of the Langalibalele Rebellion. In front of the Legislative Assembly Buildings there is a white marble

statue of Her Majesty the Queen. This was erected to commemorate the Jubilee year of her gracious reign.

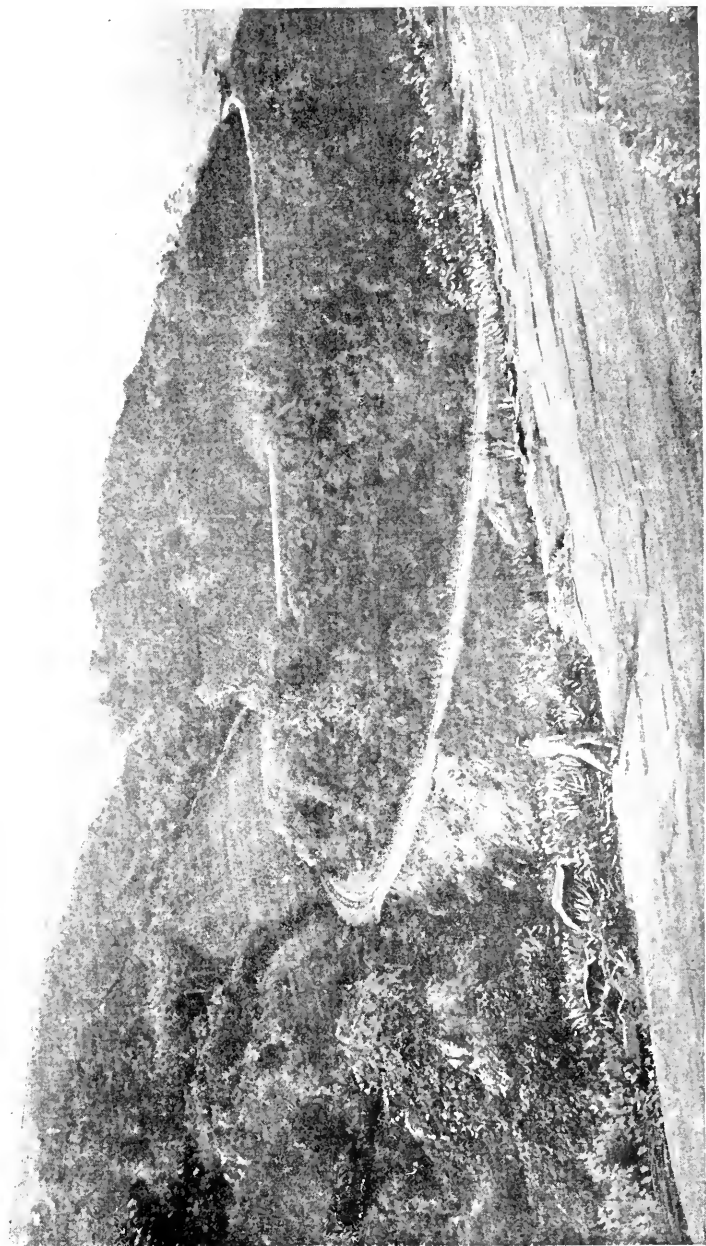
A life-sized bust of Sir Bartle Frere, placed in the vestibule of the Town Hall, fittingly recalls the name and life of one of the best and noblest Governors South Africa has ever seen. A monument to Sir Theophilus Shepstone is about to be erected, while in the various churches numerous tablets testifying to the worth and valour of past leaders and pioneers, are placed in prominent positions of honour.

The very handsome Maritzburg College may be taken as the latest exponent of the educational aspirations



TOWN BUSH VALLEY FALLS, NEAR
MARITZBURG.

of the Colony. Occupying a commanding site on the south-western slope of the beautiful Alexandra Park, it is one of the first objects to catch the eye of the visitor who is nearing the city



NATAL RAILWAY.

by rail from Durban, or by road from Edendale. Perhaps the most pleasing view of the College is that to be got from the intersection of Chapel and Loop Streets, where the northern end of the building is seen through a screen of park trees.

This institution is collegiate in respect of its having young men in residence who study for the degree examinations of the Cape of Good Hope University, with which it is thus in a way affiliated; but it also represents the High School, in that, in the lower or preparatory school, elementary instruction is, and perforce has to be, recognised. Since the opening of the College, in August, 1888, considerable additions have from time to time been made to the staff, on which there are now eminent teachers—holding degrees from British and other Universities—in the departments of Classics, English Literature, Science, Mathematics, and Modern Languages. The present Head Master is R. D. Clark, Esq., M.A., of New College, Oxford, and former Fellow and Tutor of Edinburgh University; also of the Inner Temple, Barrister-at-Law.

Maritzburg possesses at the present time four flourishing journals: *The Natal Witness*, published every morning; *The Times of Natal*, which appears in the evening; *The Natal Afrikaner*, a bi-weekly paper printed in the Dutch language; and *The Government Gazette*. Elsewhere in this section the date of establishment of the first-named journal is mentioned. *The Times of Natal* dates from 1851, and was first published in Durban.

In concluding these notes on the institutions of Maritzburg, the Natal Bank Limited, as one of Natal's most successful enterprises, claims especial mention. It was established in 1854, incorporated in 1859, and now incorporated under the Natal Bank Limited Law of 1888.

Its head offices are in Pietermaritzburg, and it has branches throughout Natal, Transvaal, Zululand and London; the latter branch being located at 156-157, Leadenhall Street, E.C. The authorised capital is £2,000,000, subscribed capital £878,110, paid-up capital £284,237 10s., and its reserve fund £45,000. It is the official Bank to the Governments of Natal and Zululand.

The Standard Bank of South Africa Limited, and the Bank of Africa Limited, have also important branches in the city.



SECTION XVI.

MARITZBURG TO GREYTOWN AND TUGELA VALLEY.

THE POLELA DISTRICT.

TWO post carts start daily from Maritzburg for outlying parts of the country. One leaves the city at 9.30 a.m. for Greytown, the market centre of Umvoti County, and the other for Bulwer, in the Polela Division.

The journey to Greytown costs £1. It is accomplished in six and a half hours, and leads through a most beautiful part of the Colony. Behind its team of six strong horses the cart is borne down Church Street and out into the open country, past Cremorne. On either side of the road extensive plantations of trees help to beautify the scene.

The long ascent of the Town Hill having been made, a grand view of Maritzburg on the one hand, and the country to the north-east on the other, is obtained. A journey of two and a half hours through an open and comparatively level region, brings the traveller to Sterk Spruit, where lunch is procurable. On again for another two hours, during which several changes of horses are made, and the journey is brought to an end at Greytown.

This quiet settlement has a population of about 300, and possesses in miniature all the adjuncts necessary to civilisation.

The Dutch Reformed Church, which is a costly and artistic structure, is the best building in the town. Several important educational establishments are doing splendid work in both Dutch and English. Two or three hotels and a Masonic Lodge, together with a large and commodious Court House, make up the list of public buildings. A long

straggling street with a few stores, a market square, and magnificent avenues of abnormally tall gum trees, complete the picture of the place.

Fifteen miles from the town, in an easterly direction, the well-known German settlement and educational centre of Hermannsburg is situated. A college has been for many years an important feature of this locality. The settlement is composed mainly of Germans, who have with their strong



LOWER UMGENI FALLS ON GREYTOWN ROAD.

Ferneyhough

national individuality, built up about them a village, which is noted for its orderliness and culture. As at New Germany, near Pinetown, an old - world looking church forms the centre round which the settlers have clustered. The prevailing religion of the place is Lutheran. This church has done a great deal of good in the mission field.

In the vicinity of Hermannsburg a Tannery has been started by Mr. Havemann, and leather of good quality is now being regularly produced for local purposes. In the



IN THE ALOE FORESTS, TUGELA.

Umvoti Thorns, ostrich farming is being carried on with a considerable measure of success. At one time

this industry was much in vogue in the Colony, but owing to various causes, it was abandoned in favour of other pursuits. It has been ascertained that the climate of the thorn-veldt, and the other conditions of the county, render it a suitable district for the rearing and management of the birds.

Some little time ago the people of Umvoti County were stirred to excitement by a reported silver strike in the vicinity. As yet, nothing has come of the matter, but thirty-five miles eastward of the town, promising gold fields have been discovered, and development work is now being carried on. The scenery in this particular part is well worthy of more than special mention. At Krantz Kop, in the valley of the Tugela River, mountain piles, some thousands of feet in height, and densely wooded, can be seen in all directions. Far as the eye can reach, to the eastward and northward, the wilds of Zululand stretch into the distance. The great 'Nkandhla forest, where the fugitive King Cetywayo took refuge in his day of trouble, is plainly seen, while towering high above it, the bold cliffs and peaks uprear their crests "Like ancient braves, whose helmets bear the dents of primal wars."

Passing up the river, a succession of noble mountain ranges is viewed. Queer and fantastic shaped hills, some in the

form of tents, others like ancient Feudal castles, appear through the forest glades. The Tugela, broad and powerful, lashes in wild waves over its bed of boulders, some of which are round as cannon balls, and weigh many tons. Wild fig trees flourish. A curious kind of wild thyme, with a rich aroma, covers the ground in places; tangled forests of thorn and cactus clothe the hills, whose débris is mixed with fragments of gold-bearing quartz and copper ore. At one point, near the Episweni Mountain, a veritable castle of snow-white quartz occurs, and in the dark forests looks like a fairy palace of enchantment. Standing beside this quaint and beautiful phenomenon, the river can be seen, 500 feet below, circling



OSTRICH FARM, UMVOTI THORNS.

the Semunga Peninsula. The meaning of Semunga is "steep place." The spot is well named, for the hills afford but scant foothold to even the nimble deer. If the river is watched attentively for a little time, the scaly forms of crocodiles, basking in the sun, can be spied. Barbel of mammoth

proportions abound in the pools, and mud bream afford good sport. Eels are in plenty, while in the forests deer of the smaller varieties, guinea-fowl, wood pigeons and ibises are to be had. Passing still further up the river, the gold fields already mentioned are located. The primitive huts and tents of the prospectors are, it is hoped, but the precursors of more pretentious dwellings. The silence of the valley is here constantly broken by the reverberations of dynamite blasts in the mines, while the rythmical song of the native labourer sounds quaint and beautiful, betokening as it does the goodwill and contentment with which the native welcomes the white man into the heart of his cherished solitude.

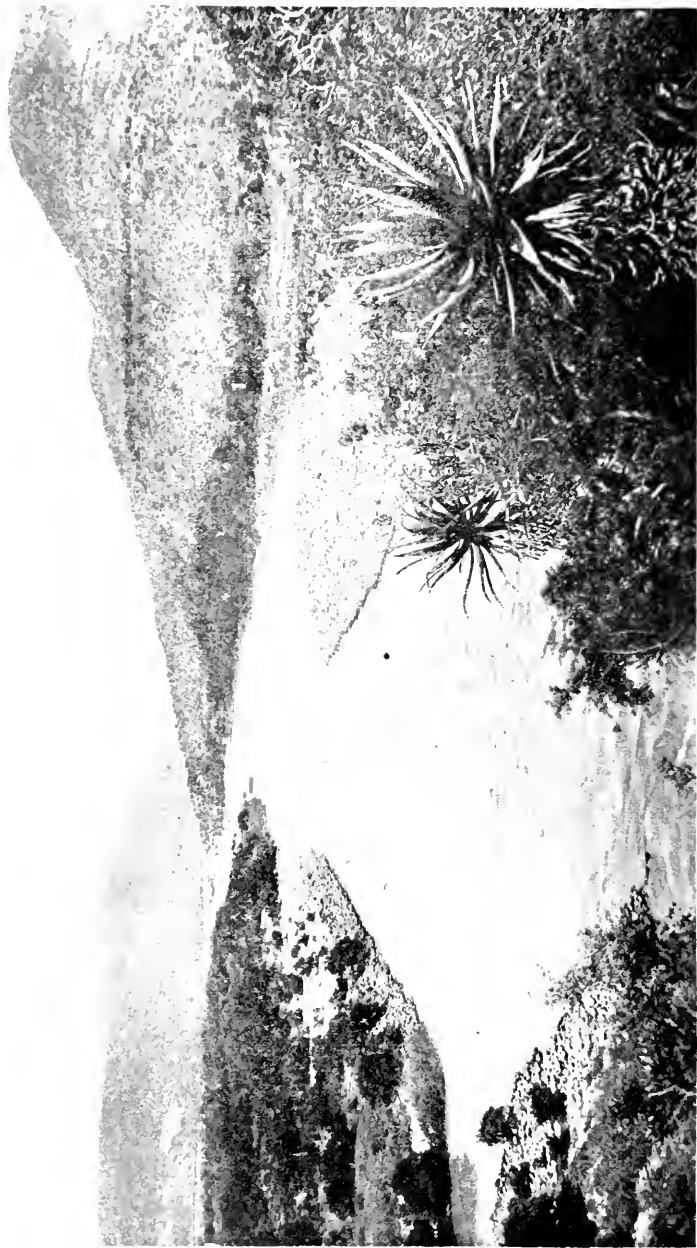
At this point the Buffalo River joins the Tugela, in a very amphitheatre of grandeur and majesty. But a few miles further on, the Isandhlwana Mountain, Fugitive's and Rorke's Drifts, together with other points of historic interest, are situated, but being in Zululand, a description of them does not come within the scope of this work.

The journey from Greytown to the Tugela Valley can be accomplished on horseback in one day. Ponies are available for hire in Greytown, at the rate of ten shillings per diem, and native guides can be had at the magistrate's office for five shillings per day.

The other post cart which leaves Maritzburg journeys in an exactly opposite direction to that of the Greytown one.

Leaving the city in the morning, its course lies along Pietermaritzburg County, in a south-west by west direction, to the town of Bulwer in the Polela district, a distance of about sixty miles.

The road from Maritzburg is one continuous succession of hills and valleys. A few miles out of the town the rich agricultural district of Wilgefontein is passed. Turning slightly to the right, and crossing the Umsindusi River, the route lies through the Edendale Mission Station, then on up a terrific hill, from the crest of which widespread and beautiful views can be obtained. After a pause for breath, the team sets out over the high-veldt towards the village of Boston, where a comfortable hotel affords refreshments. A few yards



Loggram

TUGELA RAPIDS, UMSINGA

further on, the Eland's River, a turbulent stream, whose rock-bound course teems with picturesque nooks and corners, is passed. Lundy's Hill, whose fame is great, next comes in view. Before the new deviation was made, the hill was noted as one of the most dangerous pieces of road in the Colony. Now, a long scarping through a delightful bit of forest has materially reduced the gradient and rendered the journey to Bulwer as safe as enjoyable. Descending this hill, the valley of the Umkomaas is entered, and for some time the beautiful river makes the mountains echo with its rapids and cascades. Before long the drift is sighted, and the high-wheeled coach is dragged through the swirling water, up the steep bank and onward; in due course the cleft crest of the Mahwaqa Mountain, 6,834 feet in altitude, peeps through the clouds, and shortly afterwards the little town of Bulwer is entered.

The district of Polela is considered one of the very finest stock-rearing and farming areas in the Colony. Until four years ago it was almost neglected, but it is now filling up rapidly. The climate is superb, possessing as it does all the beauties of an English one, but with scarcely any of the drawbacks. Were this but fully realised, the district, notwithstanding the fact that it is the third largest in the Colony, would soon be largely and beneficially occupied. The north-west boundary of the district runs along the Berg, and impinges on Basutoland. In this region the scenery in many places rivals that of the Highlands of Scotland. The great mountain slopes vary in tint from delicate green, through all the shades of grey and brown, to neutral and blue. The effect of sunset is magnificent, whilst the most gifted brush would fail to even faintly reproduce the wonderful cloud effects, which change with every hour and charm with every change.

It is asserted that the air here possesses a peculiar restorative power in connection with rheumatic affections.

With regard to stock-breeding, the class of cattle in the district is a very mixed one, the stock having been drawn largely from East Griqualand. The breed is, however, rapidly improving, the tendency being towards the in-

production of short-horned strains. Although the Polela is distinctly a pastoral region, agriculture is by no means behind the times. Wheat, oats, potatoes, etc., are plentifully grown and thrive well. Owing to the prevalence of frost, maize is not regarded as a reliable crop.

In the vicinity the Hon. Wm. Arbuckle, M.L.C., has made his home, and is carrying out a system of farming likely to



INTHUNGWAIN BLUFF, NORTH FRONTIER, NATAL.

Ingram

benefit the reputation of the district. Mr. F. Grafton, one of Natal's most enterprising importers and breeders of stock, has also a large estate near Bulwer.

This particular branch of industry in the Colony of Natal, and in fact throughout the whole of South Africa, requires in its pursuit a good deal more than average courage. Owing to a poor strain and continuous inbreeding, the stock of the country became so enervated and wretched, as to lay it peculiarly open to diseases incidental to weaklings. These diseases obtained a grip, which was fostered by the reckless negligence of the early-day farmers, who were supremely ignorant of the vital necessity for cleanliness and care. In order to overcome them it was

necessary to import fresh blood at a great expense. The animals so introduced, owing to the climatic change and the hardships of the voyage, often fell victims to contagion; but it is hoped that this danger will speedily pass away, for with comfort on the sea voyage, and extended railway facilities, there is a better chance of landing the imported animals in good condition. Those who have had the enterprise to embark on this hazardous undertaking, are entitled to an especial tribute of gratitude from every colonist. There is not the slightest doubt but that the ravages of lung sickness and other diseases will be very greatly minimised when the bulk of the colonists follow the good example set by such pioneers as those already mentioned, together with others whose names



Dugram

M'BEHLAN MOUNTAIN, NORTH FRONTIER, NATAL.

it is pleasing to state are now becoming too numerous to mention.

While in this connection it is but fair to pay a tribute to the agricultural reformers who have, by the introduction of scientific and extensive farming, and by the application of

machinery, done much to disprove the truth of the dismal cry of men who have failed, either through lack of capital, application, or skill.

Some distance to the south-east of Bulwer, and in the vicinity of Stuartstown, a block of land about 30,000 acres in extent, comprising some of the most fertile soil in the Colony



GOLD PROSPECTOR'S HUT, UMSINGA.

Ingram

is now being divided into allotments of from 300 to 500 acres each, for the settlement of an agricultural community.

It is probable that the Government will lay out a township within this settlement, and will provide such educational facilities as the community may require. The district is one of the best situated in the Colony for the production of cereal crops. It is well watered, and care is being taken that each allotment shall have the means of irrigation. This locality is at present known as Dronk Vlei.

The journey from Maritzburg to Polela can be accomplished easily within a day. The post cart fare ranges from £1 to

£1 10s., and the trip can be recommended, not only as one calculated to build up the health, but for the instruction which is provided by every mile of country traversed.

As both the districts dealt with in this section are more or less suitable for the culture of wattle bark (*Acacia Mollissima*) it is considered fitting to introduce here some remarks on the subject.

In the first place, the name of the tree is derived from the Anglo-Saxon word "watel," which signifies a hurdle covering. The verb is "watelen," to wattle or twist together.



PANNING GOLD. INGOBEVU RIVER, UMSINGA.

Ingiam

In the early days of Australia it was customary to erect temporary structures of small trees, acacias as well as others. In Natal the same custom prevails in outlying districts.

The name "wattle and daub" for a house or hut made of hurdles, and covered with mud, is familiar to every old colonist. It was by its use in this way in Australia that the name of black wattle became applied to it.

One pound weight is said to contain from 30,000 to 50,000 seeds. The ground should be well ploughed over and thoroughly pulverised before being planted. The seeds should be planted in rows about nine feet apart each way. In the earlier days, the fault of overcrowding resulted in a stunted growth. Before being placed in the soil, boiling water should be poured over the seeds and allowed to soak into them for a night. No more seed should be soaked than can be planted during the day. The proper time for planting depends somewhat on the season. From November to the end of February are not unsuitable months, provided a good rain follows the sowing.

As soon as the young trees can be plainly seen, a plough may be run down the space between the rows for the purpose of clearing the weeds and airing the soil. Weeding having been done, very little after treatment is required. Thinning is the next process. This should be carried out when the trees are about two feet in height. Two plants should be left in each hole, as far apart as they may be found.

Mr. Thrupp states that if the bark of a wattle tree three or four years of age be slit down on the south side, from the first branch to the root, a considerable increase in bulk will be obtained.

Of course every precaution should be observed to protect the plantations from fire, and the intrusion of cattle and sheep. Some Australian authorities recommend pruning the side branches in order to ensure a straight stem, which will thus render the process of stripping easier and cheaper.

The first return from a wattle plantation will depend greatly, of course, on the nature of the soil and locality in which it is situated. Wattles have been found to grow best in Australia, on land that had little or no lime in its composition, while the presence of iron is distinctly advantageous.

Experience has proved that in Natal the trees thrive well in the yellow-wood belt of the country. If the seasons are dry and rainfall scanty, the trees naturally make less progress. In five years a large percentage of the crop should be ready to

cut, and in the sixth and seventh years the bulk of the trees should be in the most payable condition. It is advisable to cut them when the sap is well up, as they are then supposed to contain a larger proportion of tannic acid. It has been found in practice, that trees of seven or eight inches in diameter, pay much better in proportion than smaller and younger ones. As



MOUTH OF A DRIVE, NATAL GOLD FIELDS.

Simpson

much as 112 lbs. of wet bark have been taken from a tree of eight or nine inches in diameter; the average, however, is from 80 to 100 lbs., thirty-three per cent. of which is lost in drying, and as a rule, the thinner and less mature the bark, the heavier the percentage of loss.

Five hundred trees to the acre, yielding say 30 lbs. per tree, would give 15,000 lbs. of wet bark, equal to 10,000 lbs. of dry, or about $4\frac{1}{2}$ tons. With a local value of £4 10s. per ton, a result of about £20 per acre is obtained. This estimate is asserted by some to be a very low one, and might easily, in the

opinion of many growers, be almost doubled. It is, however, based on actual results. When the bark is quite dry, which is effected by spreading it in the sun, it may be sold in sticks as it comes from the tree. The other method, which is now becoming universal, is to have it chopped into chips of about two inches. This should be done on a sail or boarded floor, in order to avoid waste. Having been chopped, it is then packed as tightly as possible into sacks, each one containing about 180 to 200 lbs.

The advantage of the latter method of packing is a saving in freight. Some fears have been expressed that the large area of land now under wattles, in Natal, the United States,



TUGELA RIVER.

Ingram

and Australia, will reduce the price of the product below a paying limit; but this is not a well-based fear, for the product is in such constant demand that any considerable reduction in its value would not be of a permanent character.

British and Continental tanners are languishing for an ample and continuous supply. Other descriptions of bark may be used, but it is a well-known fact that reliable leather cannot be produced by intermittent, various, and inadequate supplies. In large tanneries, some of which have as many as 50,000 hides always in the pits, it is a serious matter not to be able, through insufficiency of bark of a given class and quality, to work them through, evenly and successfully.

It is a matter of absolute necessity that exports of bark should be abundant, regular, and of the best quality. After



HERD OF CATTLE.

Ingram

the trees have been stripped, the wood is another product of considerable value, as it is easy to work. It takes a beautiful polish, stains and ebonizes well. Yokes for cattle can be made from it, and in fact it can be used in all departments where light wood is suitable. About £15 to £20 per acre have been realised by its sale.

The blossom of the tree has been utilised in Australia for perfumery purposes. Its essence is of a superior character, and decidedly more lasting than many of the imported perfumes.

In the year 1886, Natal exported thirty-nine packages of bark, valued at £11. In 1889, 4,623 packages valued at £2,783. In nine months of 1891, 14,424 packages valued at £7,480

were sent away, and in 1894, 40,485 packages at a value, as shown elsewhere, of £12,569.

The value of this especial production is so great and is calculated to have so important an effect on the future of the Colony, that it is but fair to mention the name of the Hon. Mr. G. M. Sutton, M.L.C., as the first one to grasp the value of the product and to bring it within the practical scope of trade. Many other names might be mentioned in this connection, but Mr. Sutton's stands out as prominently here as does that of Mr. Hulett with respect to tea.





SECTION XVII.

PIETERMARITZBURG TO LADYSMITH.

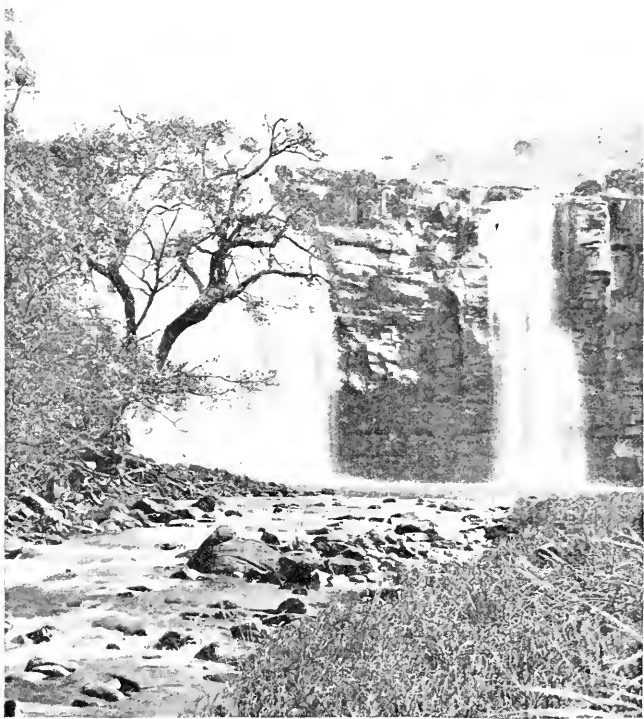
LOOKING westward from the main station at Maritzburg, the view is bounded by the Zwaartkop Range of Hills, which has already been described. The scene on the platform on the departure of the up mail is oftentimes an interesting and animated one; throngs of citizens, smart railway officials in uniform, and multitudes of variegated humanity hurry about as though the fate of the world depended upon their alacrity.

Passing out of the station, a fine view opens out on the right of the line. Plantations and homesteads cover the hill sides. The Botanical Gardens, the Military Parade, Polo and other recreation grounds are passed rapidly in review.

Away in the distance the peaked Zwaartkop serves as an artistic finish to the prospect. It is from the foot of this range that Maritzburg derives its water supply. On the left of the line, for a short distance the train passes under Fort Napier, where the white tents and bright uniforms of the men serve as a pleasant reminder that the old flag of England still floats as proudly as ever over the land which has seen so many reverses, and won so many victories. A moment after passing Fort Napier, the Military Cemetery is sighted, where many a gallant soldier has been laid to rest. Names of historic worth are here graven in marble, beside the humble, yet none the less honoured, tombs of private soldiers. Passing on, the Edendale Mission next comes in view. This great Christianising centre has won for itself a widespread popularity. From it, natives have been sent forth to do good work in many useful departments in Colonial life,

and in the old war days of 1879, a troop of native horse, called after the Mission Station, went forth to battle, and proved with their blood on many a well-fought field, that the loyalty of Natal's Christianised natives is as noble and pure as that of the colonists themselves.

The Mission Station is composed of a church, a store, and a large number of well-built dwellings. A broad and



Alterston

EDENDALE FALLS, NEAR MARITZBURG.

well-kept street runs through the centre of it. It possesses several industrial institutions, and is steadily, like many another mission station in the country, rending the veil of darkness from the native mind.

Extensive black wattle, poplar, and blue-gum plantations

impart a pleasant appearance to its environments. Fertile and well cultivated meadows testify to the industry of the centre. The Umsindusi River meanders through these latter, while the Edendale Falls, of which there are several, constitute distinct attractions to the place.

Well nigh before the beauty of this part of the country can be grasped, a mountain spur hides it from view, and by the extra puffing of the engine it becomes apparent that the train is ascending a heavy gradient. Winding to and fro, and from side to side, it steadily advances. The hills, now bare and grassy, are dotted with broad-horned cattle and Kafir goats, which stare in placid security at the advancing element of disturbance. Here and there in the kloofs, tree ferns with wide-spreading fronds, lend variety to the otherwise monotonous view. Now and then kraals occupied by natives are sighted on the left. These are the outpost villages of the Chief Teteleku's location, and belong to members of his tribe. Point by point, as the train rises, the view expands. Glancing backwards to the right, Pietermaritzburg can be seen lying far below the line, while away to the eastward the great Table Mountain and Spitzkop loom through the haze. The view is speedily shut out, however, by plantations of blue-gum, which become denser as Zwaartkop Station is approached.

This little station, which is perched on the slope of the mountain, 736 feet above Maritzburg, is a favourite resort of holiday makers. In the close vicinity, the village of the chief of the native tribe which occupies the adjacent location, is situated. From his settlement, grand views of the surrounding country can be enjoyed, while the bird's-eye view of Maritzburg, obtained from the brow of the hill, conveys a fair idea of the extent and charms of the capital of Natal.

The long scarping of the line can be seen skirting the mountain slopes, always with an upward gradient.

Passing on from Zwaartkop Station, a beautiful bit of country is traversed. On the right, the spacious view permits the eye to range over at least forty miles of verdant and well-populated country. In summer, small rills spring into view in all directions. The winding wagon road can be traced for

Zwaartkop,
75½ miles
from
Durban.
Alt. 2,954 ft.

miles upon miles, while vivid patches of rich tinted forest blend with the smooth grass hills, serving to make up a pleasant combination which must appeal to the most callous.

Passing on again, a deep cañon full of tall forest trees is skirted. Through its depths a clear brooklet flows. On every hand bright water drips from rock to rock, and tiny cascades spring over ledges fringed with maidenhair fern and bracken. This place is named Sweetwaters, and is a favourite resort on holidays, when the train stops to meet the convenience of the public. Winter's Kloof, adjoining Sweetwaters, is merely

a continuation of it. Here again the train stops on public holidays.

Boshoff's Road, 79 $\frac{1}{4}$ miles from Durban, and 3,407 feet above the sea, is a side station possessing but few features of especial interest. The spot was named after the late Mr. H. C. Boshoff, M.L.C., who made a road over the Zwaartkop many years ago. The view to the north-east from this station extends far into Umvoti County, where the Blinkwater Mountain, like a



NATIVES WITH SHIELDS AND SPEARS.

Logram

huge Glengarry cap, is visible on clear days. In the vicinity of this mountain the German village of New Hanover is located. After leaving the last station a marked increase is noticeable in wattle-bark culture.

At Hilton Road Station, 81 $\frac{3}{4}$ miles from Durban, and

3,702 feet above the sea, a company has been formed for the production of this important article of export. A college of considerable popularity has for many years been conducted in the vicinity, and the name of Mr. H. V. Ellis, so long associated with it, is widely respected in the Colony. From this institution many bright lads have gone forth into the world well equipped to fight the battle of life.

Hilton Road impresses itself on the mind as the place of places, in the vicinity of Maritzburg, for the erection of a sanatorium. From its altitude and the nature of its soil, it is in every respect suitable for the restoration of convalescents.

Leaving Hilton Road, the line traverses a series of exalted plateaux, whose undulating surfaces are marked in places by plantations and farms.

Broad fields of forage and maize flash into sight, while small cottages mark the sites of struggling farmers whose lines are cast in pleasant places, and whose labours should bring a rich reward in so delightful a climate. A feature of the locality is a long line of weeping willows which skirts the road for some considerable distance. Beyond this, the country becomes more uneven, and in a few moments the village of Howick is sighted in its rich plantations on the northern bank of the Umgeni River.

The station of Howick is two miles from the village, but a first-class Railway Hotel will amply provide for the requirements of those who have not time to visit the hamlet. In Howick



Dugram

HEAD-RINGED NATIVE.

Howick,
87½ miles
from
Durban.
Alt. 3,439 ft.

itself, there are two hotels, numerous social clubs, and a genial company of settlers. The village has been called into existence by the famous waterfall which occurs at this point on the Umgeni River. Unfortunately, it is not visible from the line. It is no stretch of imagination to say that it equals, if not surpasses, every known cataract in South Africa. As shown in the illustration, it has a sheer drop, which measures 360 feet. The chasm into which the waters are hurled is romantic and beautiful. The roar of the torrent, the never ceasing swirl of maddened water, and the prismatic glories of the rainbows that incessantly flicker through the clouds of driving spray, viewed under the glades formed by the tall trees, must be seen to be appreciated. After leaving the pool, the river speeds on in a series of cascades, here whirling



HEAD OF HOWICK FALLS.

round giant rocks, and there glittering over its boulder strewn bed, it sweeps away to revel in the beauties of Krantz Kloof, where it has already been viewed.

Carriages from the hotels in the village meet every train, but it is advisable if anything like a stay at Howick is contemplated, to telegraph in advance, in order that there may be no disappointment in securing accommodation.

On the opposite side of the line to Howick, long and stately lines of trees skirt the view, while in the far distance,

peaked and table-topped mountains are faintly visible. Shortly after leaving the station, the train crosses the iron arch-bound bridge over the Umgeni River, which winds along the side of the line in broad open reaches, promising sport to the angler. This stream has been plentifully stocked with trout ova imported from England.

For miles on, the country shows signs of high culture. Tree planting has been extensively carried out, and the result is as beautiful as satisfactory from a financial point of view. For the most part black wattle trees (*A. Mollissima*) predominate.

Tweedie Hall Station, $92\frac{3}{4}$ miles from Durban, 3,630 feet above the sea, next claims

attention. It is situated in a dense plantation of trees, and is of considerable convenience to the district. To the left of the line at this point, peaked mountains, constituting a portion of the Drakensberg Range, are visible, while to the right the country continues mountainous, and studded with farm houses.

Dargle Road Station, $94\frac{3}{4}$ miles from Durban, and 3,477 feet above the sea, is another small siding, serving a well-cultivated and fertile region. Horse breeding is extensively



Ingram

HOWICK FALLS, UMGENI, 350 FEET SHEER

carried on here, and the stamp of animal produced being from imported stock, is far above the average. To the left of the line the Impendhla Hills loom large and clear. Leaving Dargle Road, the line crosses the Lion's River, where Mr. Joseph Raw's well-appointed stock farm is located.

Lidgetton, $99\frac{1}{4}$ miles from Durban, 3,952 feet above the sea, is another side station. A township has been laid off in the vicinity, and it is anticipated that in future time it will become a popular resort. Passing on from here, the second bridge over Lion's River is crossed.

The placid stream with the ferocious name runs for some distance beside the line, like a canal; at one time flowing through grass lands and then amongst stony hills, where cascades are formed.

Balgowan, $104\frac{3}{4}$ miles from Durban, 4,183 feet in altitude, with its beautiful environments, forms the next place of call. Beyond a few farms it possesses no claims to especial mention, other than those begotten of its rare climate and scenery.

Back from the line, on the right, there is a fine mountain range, the slopes of which are clothed with dense forest.

Nottingham Road Station, $111\frac{1}{4}$ miles from Durban, 4,807 feet above the sea, is the next calling place. Here a neat little settlement has sprung into existence, and a church and double-storied hotel impart an air of importance to the place. Extensive slaughter-houses have also been erected, whence most of the meat for the main towns is despatched.

On the left of the line the first glimpse of "Giants'" and "Champagne Castle" is obtained.

Rosetta, 114 miles from Durban, 4,710 feet above the sea, is situate in a long stretch of open country. Passing on from here, the Mooi River bridge is crossed at a point peculiarly suitable for boating, a four mile stretch of unimpeded water being available, and many more miles after "the rapids are passed."

Mooi River Station, 125 miles from Durban, 4,556 feet in altitude, is the next halting place. Here refreshments are obtainable, and a stoppage long enough for the purpose

is allowed. In the vicinity of this station there are many stock and agricultural farms; amongst the former, the Natal Stud Company may be mentioned. This Company was formed in 1892 for the purpose of producing a better stamp of animal that had yet been bred in the country.

A preserve factory has already been established with fairly successful results.

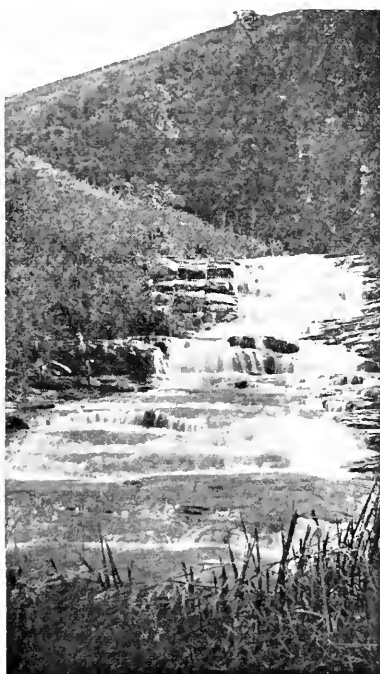
Highlands Station, $130\frac{1}{2}$ miles from Durban, 4,953 feet above the sea, is one of the highest points along the route, and is especially suitable for stock rearing of every description.

Willow Grange, $137\frac{1}{2}$ miles from Durban, 4,430 feet above the sea, is also a pastoral region, possessing but few points worthy of mention. After leaving it a slight change in the climate is noticeable. The gradient is downward. The open grass lands of the past few miles are now belted with stunted bush of the mimosa species. The flocks of sheep, herds of cattle and horses which are constantly seen, proclaim this district a distinctly pastoral one.

The Bushman's River, which is crossed on a strong iron bridge, flows through a broken, mountainous country, where long valleys, pleasantly studded with foliage, serve as a grateful change.

Presently the town of Estcourt comes in view, and after crossing another bridge, the train enters the station.

Estcourt is the market town and centre of Weenen County. Its buildings are strong and substantial, being for the most part constructed of hewn stone. A fort crowns the hill to the



UMGENI CASCADES.

Estcourt,
145 $\frac{3}{4}$ miles
from
Durban.
Alt. 3,833 ft.

southward. There are in the town three churches, four hotels, and at the station a railway bar. A commodious sanatorium in connection with the Roman Catholic Mission has recently been established near the town. The population is put down at about 300 residents, though on market days, quite a large



FARM YARD SCENE IN NATAL.

throng of farmers are to be met in its streets. A library containing over 1,000 volumes has been established, and many other means of social and intellectual amusements are available. Once a year an agricultural show is held, when valuable prizes are competed for in every department of agricultural and pastoral industry.

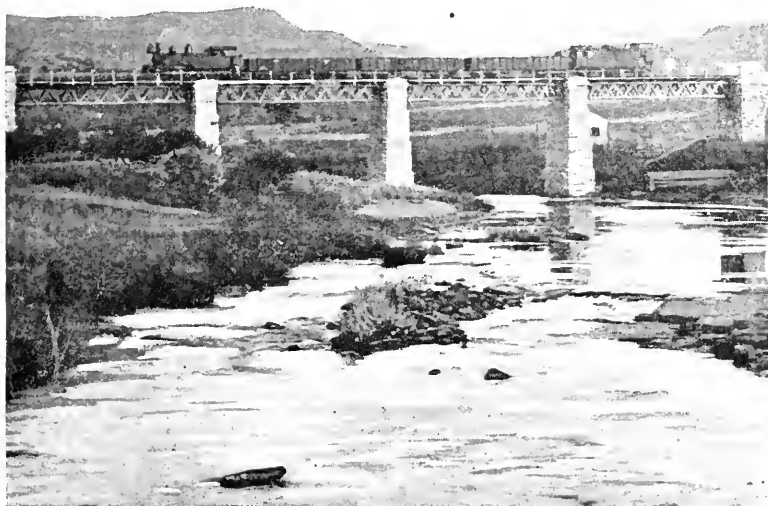
The Bushman's River, which flows by the town, takes its rise in the Drakensberg, and its name from the fact that in the mountain fastnesses of its source, those quaint and curious human pygmies called Bushmen, had their homes.

A few miles to the north-east of Estcourt, the village of

Weenen is situated. This interesting and historic locality cannot be passed without a few words of especial mention, for it was here, in the early days of the Colony, that one of those terrible tragedies, incidental to the establishment of a civilised community in a barbaric land, took place.

Though this work is not a historical one, it is impossible to pass over circumstances which have made a deep and everlasting impression on the life of the land.

Weenen, signifying in Dutch, weeping, was originally a camp or laager of the pioneering Dutch emigrants, who came into Natal by way of the Drakensberg. Dingaan at that period was supreme ruler in the land. The Dutch having made their encampment here, were in treaty with him for a cession of



RAILWAY BRIDGE, LION'S RIVER.

sufficient territory to supply their wants. With the treachery which, alas, is so prevalent a trait in African aborigines, he temporised with them, and appeared willing to accede to their request ; but deep in his superstitious mind there lurked a dread

that these whites were destined, as foretold by Chaka, to become the dominant race in the country.

After several interviews he at last ceded the land to them from the Tugela to the Umzimvubu River, from the

Drakensberg to the sea, but without the slightest intention of completing the cession.

Appointing a day of interview, the King in state received the Dutch leader, Piet Retief, and by the affability of his manner, completely removed all suspicions. As soon, however, as he got Retief and his followers at a disadvantage, he ordered their slaughter, which forthwith took place. Not



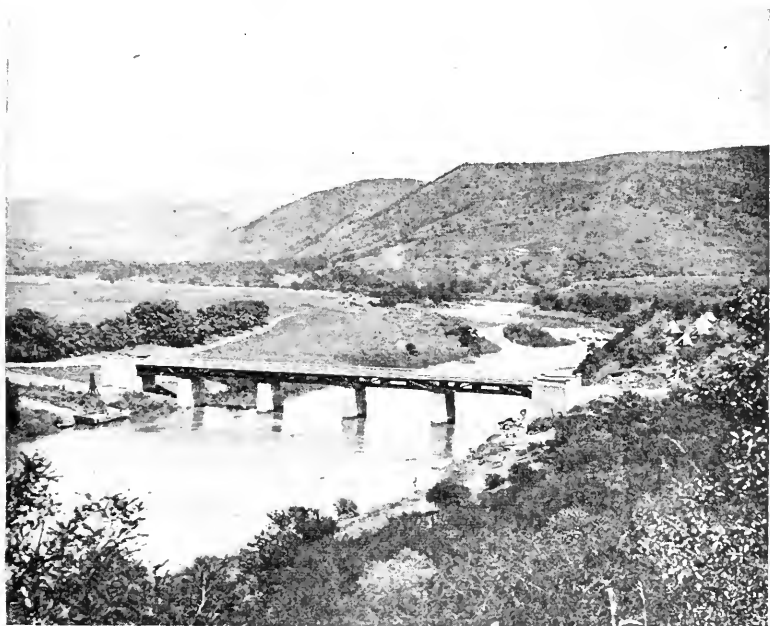
CASCADE ON LION'S RIVER.

Ferneyhough

content with this first blow, a large impi or war party was despatched to attack and exterminate the remaining whites in their camps on the Tugela and Bushman's Rivers. These latter, whilst anxiously awaiting Retief's return, were in no fear of hostilities. For the most part, the men were absent on hunting trips. The camps were located at Doornkop, Blauwkrantz, Moord Spruit, Rensburg's Spruit, and several other places along the Bushman's River. The impi swept down on them almost simultaneously in the night, and murder

of the foulest description prevailed. The Zulus spared nothing; men, women, children, cattle, goats, sheep and dogs all fell before the ruthless spears. In the darkness and confusion a few escaped. Amongst these were the Pretorius and Rensburg families.

Taking refuge on a hill now called Rensburg Kop, the fourteen men and boys who were of the number, contrived to keep their assailants at bay. At the moment when their ammunition was almost expended, a mounted white man was seen in the rear of the savages. The hard-pressed emigrants signalled to him, and his ready mind, strained to the utmost tension, grasped the situation. Fearlessly he turned, and rode to the abandoned wagons, nearly a mile off. Loading himself



COLENSO BRIDGE.

Murray

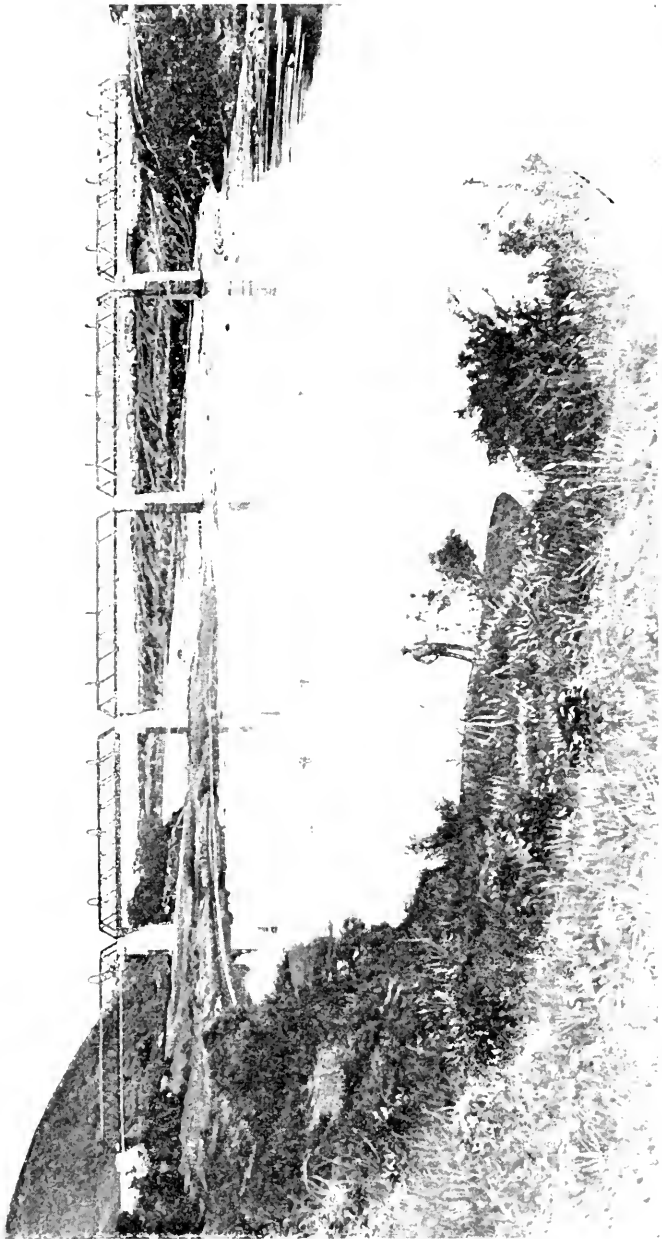
up with ammunition—for the natives had not looted that which to them was useless—he faced the swarming enemy, and with a courage which can never be over praised, he rode through the very jaws of death, bearing with him the means

by which victory might be won. Arriving amongst the beleaguered ones at the moment of their direst need, he served out the bullets, each one of which was to help to turn the tide of a nation's destiny. The enemy were beaten off that night, and the victory was due to the hero of that ride, Marthinus Oosthuysen. When morning dawned, the remnants of the farmers formed a laager or fort, and from it, hurled death amongst the savages.

Frail women, who at ordinary times would have shrunk from the sight of the slightest deed of violence, served ammunition to the men, and, with hatchets, did their share in the terrible *melée*. From time to time stragglers came in, and in due course the baffled barbarians withdrew. Roused now to the fiercest pitch of frenzy, the gallant pioneers pursued their late assailants, and shot down hundreds of them in their retreat. The village of Weenen takes its name from the weeping of the Dutch for their dead, but it would have been more seemly had it been named "Triumph," for surely no victory was so hardly fought for or so dearly purchased. Every inch of soil in the vicinity is sacred, and the example set there of grim endurance, dauntless bravery and heroism, may well serve as a key-note of patriotic devotion to all future colonists of Natal.

In all, 600 emigrants were slaughtered on this occasion.

While this terrible tragedy was being enacted in the beautiful valleys of Natal, the remainder of the Dutch emigrants were still on the heights of the Drakensberg. When the news of the disaster reached them, Pieter Uys and another leader named Potgieter, hastened with their followers to reinforce their distressed countrymen. Arriving in Natal, a force of 350 men was raised, and in the month of April, 1838, they set out to wreak their vengeance on Dingaan. They met the Zulu army near the King's "Great Place." Riding steadily on to within twenty yards, they then opened a steady and deadly fire, against which the Zulus had no power to stand. In a very short space of time Dingaan's army was in full retreat, and the Boers in pursuing it became, unfortunately, separated. The gallant story of how Pieter Uys



RAILWAY BRIDGE, TUGELA

Murray

was wounded, and how his son died in endeavouring to save him, forms inspiring reading. Those who followed Potgieter in the chase were afterwards forced to retire, and the commander succeeded with difficulty in fighting its way back to the main camp.

In the month of August, 1838, King Dingaan made another determined attack on the emigrants' laager near Estcourt. Anticipating an easy victory, the savages rushed on in high hope, but were beaten off with terrific loss. Old residents who remember these wars can describe the scenes of carnage with gruesome realism.

After much skirmishing, the Boers, now led by Andries Pretorius and Carl Landman, completely overwhelmed Dingaan, who, on Sunday, 16th December, 1838, attacked them at their laager on the Blood River, which was so named because its waters literally ran red with the blood of 400 warriors who were shot on its banks. On that day 3,000 Zulus perished, and until the present time, the 16th December—the anniversary of the battle—is kept religiously as a day of thanksgiving.

Ennersdale, $153\frac{3}{4}$ miles from Durban, and 3,913 feet high, is a side station serving a division of the country contiguous to Estcourt. Leaving the last point, the country continues the same to the next station, which is Frere, $160\frac{1}{2}$ miles from Durban, 3,436 feet above the sea.

Chieveley, 166 miles from Durban, 3,520 feet above the sea, is the next station; then on again to Colenso, 173 miles from Durban, 3,156 feet above the sea. As the road approaches this latter point, the country to the right becomes wooded and broken. Drove of cattle still meet the view, and it can be seen at a glance that the township of Colenso depends for its life on the stock of the district.

Unfortunately the village is situated some little way back from the line, and unless the journey be broken, the place cannot be inspected.

The Tugela River, which flows close by, is well bridged, and as the train roars over the strong iron structure a view is obtained of the rapids far below.

For some distance the line follows the course of the river

whose rocky islands and foaming waters are as picturesque as enjoyable.

The Tugela Valley at this point, though considerably tamer than at others, is still interesting and wild.

Pieter's Station, 180 miles from Durban, 3,339 feet above the sea, and Nelthorpe, 183 miles from Durban, 3,247 feet above the sea, are two lonely out stations of Ladysmith, chiefly remarkable for the number of native kraals in the vicinity.



TOWN HALL, LADYSMITH.

Parse

The town of Ladysmith, which may be considered to rank third in the Colony, is situated on the Klip River. On the right of the line, a high rocky ridge of hills, fringed on their summits with mimosa trees, comes in sight.

Ladysmith,
189 $\frac{1}{4}$ miles
from
Durban.
Alt. 3,225 ft.

Like Maritzburg, the town lies in a sheltering semi-circle of hills, and it has a pleasant, home-like appearance. It is the main centre of Klip River County.

In 1851 Ladysmith was established as a township, but up to 1881 slight progress was made. After that period

it began to forge ahead, and a Local Board was formed. The assessed value of the town property in 1894 was £89,970, this amount being exclusive of the Railway and other Government properties. Two years ago the valuation was reduced twenty-five per cent. for rating purposes, so that the above figures do not fully represent the actual property value of the place.

There are thirteen well laid out streets in the township. Amongst its public buildings may be mentioned the Town Hall, built at a cost of something like £4,000; Market Office, Court House, Prison and Fort, Government School, Post Office, Public Library and Reading Room, All Saints', Dutch Reformed, Lutheran, Wesleyan, and Congregational Churches, also branches of the Natal and Standard Banks.

The Railway authorities have large repairing and other workshops here. An efficient Police force has been established. A waterworks scheme costing £26,000 has lately been completed. Owing partly to the good water supply of the town and to its other general advantages, its death rate is only 8·3 per thousand (1893). The population is, 1,370 Europeans, 1,300 Indians, and about 2,000 Natives.

Extensive works for the supply of gas for illuminating purposes are now in course of progress. The town is well advanced in every particular, and bids fair in a few years to become an extremely important centre.

An Agricultural Show is held here once a year, when by competition and comparison much good is effected and a marked impetus given to the industries which support the town.





SECTION XVIII.

LADYSMITH TO HARRISMITH.

THE ORANGE FREE STATE.

LEAVING Ladysmith, the train arrives at Harrismith in the Orange Free State, in about four and a half hours. The distance between the two points is $60\frac{1}{4}$ miles, and the altitude above Ladysmith 2,037 feet, or 5,322 above the level of the sea. For about a mile from Ladysmith the train traverses the main trunk line.

At the Orange Free State Junction, $190\frac{1}{4}$ miles from Durban, 3,350 feet altitude, the road sweeps away to the westward, and the train speeds towards Olivier's Hoek. For a time the country is open and bare-looking. The Klip River is again crossed, and one of the most magnificent mountain panoramas is unfolded. Piled high in mid-air, the terrible Drakensberg, like an impassable barrier, appears to block the way, but man's ingenuity has triumphed, and the mighty mountains, with their cloud-crested cliffs, seem to frown down in impotent rage on the train as it approaches their fastnesses. Along the foot of this—Natal's natural frontier—there are many large stock farmers, who have done much, by the importation and hire of imported strains, to improve the breed of cattle, horses and sheep. Mr. H. H. Smith, M.L.A., is one of these. From the line but few signs of the wealth of the district are discernible, as the farmers prefer to keep their cattle away from the beaten track.

At Bester's Station, $204\frac{1}{4}$ miles from Durban, and 4,006 feet above the sea level, there are many extensive grazing farms. Passing on again from here to Brakwal, the course

lies through a number of high stony kopjes, while away to the eastward a wide prospect of hill and vale is outspread.

Brakwal, 218½ miles from Durban, and 4,639 feet above the sea level, is a neat stone-built station, which, perched on its height, looks more like a Rhineland castle than a railway depôt. Away behind it on the right, the stately Drakensberg rises in terraces "piled steep on steep." In front the zig-zag of the reversing station can be seen, and it is hard to realise that a locomotive, dragging behind it several hundred tons of dead-weight, can be forced to climb to so great an altitude in so short a time, for within thirty minutes the train will



Caney

WESTERN FRONTIER OF NATAL

cover about eight miles, and stand at an elevation of 1,000 feet above Brakwal.

A few moments' halt at this latter station, and away it goes, whilst the traveller, almost with bated breath, watches for the first angle. Visions of disaster from broken couplings or other untoward accidents may be instantly dismissed, for

by a cunning device of engineering it never becomes perceptible in the carriage that anything unusual is taking place. The view from the windows is entrancing. Away to the south-west Tintwa Mountain, like a Titan fortress, appears through drifting clouds, which look like the smoke of heavy ordnance. One could almost imagine that warfare was being waged away up in the solitary heights by the sprites who dwell "midst frost and snow."

The palms of the coast have now been replaced by heather; wild poppies nod their drowsy heads beside the line, and quaint sugar-bush trees with fir-like cones, stretch out their storm-strained limbs over the blue distance beneath them. The day darkens as the train speeds on; above and below there is bright sunshine—a passing cloud has been pierced—that is all.

As the train sweeps through the dense white mist, the red glow from the engine is reflected on the vapour. Then out it rushes into the sunlight again, along one angle after the other, each perceptibly higher than the last, until the reversing station has been passed, and with an exultant shriek from the engine the task is complete, and the train, leaving echoes behind her, whirls along through rarified air over level plains 5,520 feet above the sea.

Approaching Van Reenen's, the road passes through a theatre of scenery which can be described in all truth as sublime. A few miles to the eastward of the station a prospect is revealed which no human being can regard without a thrill of the most exquisite and reverent delight. Standing, as it were, knee deep in the clouds, a vast area of the Colony of Natal can at one sweep of the eye be viewed to such advantage as to bear out in the fullest measure possible every line of detailed description embodied in previous sections of this work.

Van Reenen's,
226 miles
from
Durban.
Mt. 5,520 ft.

It was from this magnificent vantage point that the early Boer voortrekkers in 1835 first viewed their land of promise, their future refuge and home. Words are but feeble when called in requisition to describe the majesty of the scene. Mountain range after mountain range, hill after hill, can be

traced. Broad and apparently endless vales, forest belts and rivers are commingled in such a wealth of beauty as to rival many an already famed land. There is no doubt that Piet Retief, the heroic leader of the Boer emigrants, simple farmer though he was, drew from this scene that courage and inspiration which enabled him to face the terrors of hostile barbarism, and to win for himself and his compatriots the glory which has caused their names to be enshrined for all time in the pages of African history.

In the section dealing with the Physical Geography of Natal, the altitudes and configuration of the Berg are fully dealt with, therefore it is unnecessary in this place to touch upon the subject again.

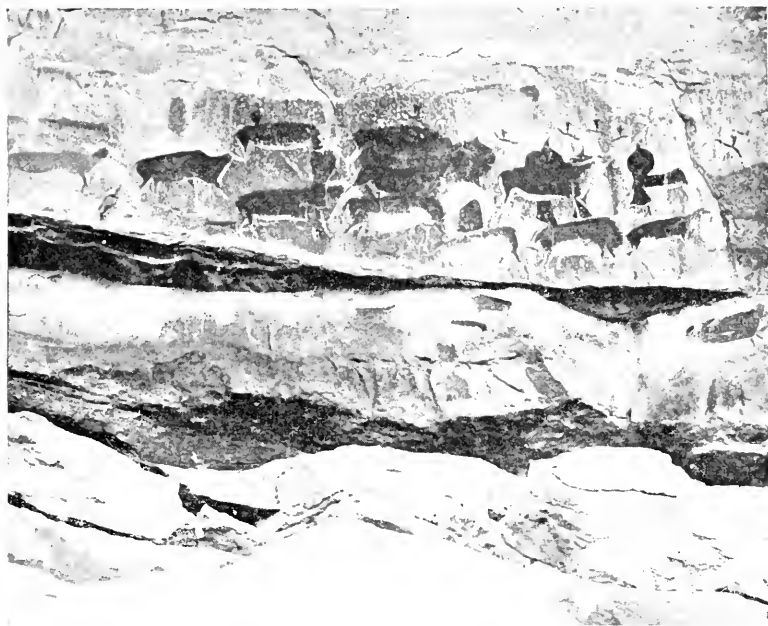
Van Reenen's Station is situated on the western frontier of Natal, and leaving it, the Orange Free State Republic is entered. In the vicinity of the station there is a hotel and Custom House. To the left of the line, great isolated mountain masses are visible, each one standing like a palace of mystery, with summits swathed in clouds, and kloofs dark with impenetrable forests, amidst whose almost untrodden solitudes are Bushmen's caves, containing on their rocky walls curious representations of beasts and birds. These Bushmen, now almost an extinct race in South Africa, are no doubt a wandering branch of the pygmy tribes discovered by Mr. H. M. Stanley in Central Africa.

Their history forms a strange study, for while they were undoubtedly possessed in a high degree of primitive artistic and imitative powers in a pictorial sense, they were and are in almost every other respect beyond the pale of the lowest class of humanity.

Without a single scrap of generous impulse, devoid of the virtue of gratitude, they invariably waged a war of harassment on their white and coloured neighbours. Peaceful and kindly overtures meant no more to them than to a tribe of those baboons to which they bear such a striking physical resemblance. Little wonder then, that the Boers and early settlers did all in their power to exterminate them, even to the extent of organizing Bushmen hunts, when the little, but nimble and

ferocious manikins were shot down, not, however, without tearing down a few of their provoked and exasperated assailants.

Leaving Van Reenen's Station, the line passes through a fine country. Presently the Wilge River comes in sight,



BUSHMEN CAVES AND DRAWINGS, DRAKENSBERG.

Stanford

winding along through its sedgy banks—a very ideal of placidity. Still on and on, through a region of uncounted lakelets, or pans, as they are locally called, where flocks of wild duck and other water-fowl rise on the approach of the engine, and where lazy winged vultures, gorged to repletion, stare helplessly at the train, as relieved from its mountain climb, it whirls along with redoubled speed.

The ridge of mountains forming the water-shed of South Africa having now been passed, there is a perceptible fall in the country towards the west. The rivers have reversed their courses and flow from the Berg into the Atlantic instead of the Indian Ocean.

Albertina, 234 $\frac{1}{4}$ miles from Durban, 5,408 feet in altitude,

is the last station out from Harrismith. Passing it, the Republican town soon comes in sight.

Harrismith,
O.F.S.,
249½ miles
from
Durban.
Alt. 5,322 ft.

Harrismith is a long, low, openly situated settlement, and, although belonging to the Orange Free State, is most distinctly British, from a commercial and social point of view. The streets are bounded by well-built stone dwellings and stores. In a commanding position in the centre of the town, a stately Dutch Reformed Church is located. It is constructed of smooth hewn stone, and its towering spire forms a fitting centre-piece to the place. An expensive organ with elaborate and artistic fittings testifies to the practical devotion of those who worship there. In fact, it may be taken as a rule that the Dutch have, in South Africa as in Holland, set a noble example of religious generosity to every other Protestant denomination.

A commodious Stadthuis, or Town Hall, is placed in the vicinity of the church. The town is governed by a Burgemeester or Mayor, and Municipal Council, whilst a Landdrost or Magistrate administers justice in the Inferior Courts. The assessed value of landed property amounts to £200,000, and the town lands at £60,000.

The population of Harrismith is about 900 whites of all nations, and 750 coloured folk. The community is a quiet, orderly and progressive one. Its chief trade consists in wool dealing with the adjacent farmers, who in turn obtain their supplies from the merchants.

The Plaatberg, a table-topped range of mountains, overshadow the town. These, now and again in winter, are snow-clad, while in summer they constitute the principal pleasure resort of the burghers. Harrismith possesses English, Presbyterian, Wesleyan, and Dutch Reformed places of worship, together with a Native Mission Church.

There are three or four hotels, a Library and Reading room, the usual Athletic and Sporting Clubs, a Masonic Lodge, and many other minor institutions.

The cost of living is about the same as in Natal. Good plain board and lodging can be had at from four to seven pounds per month. The rate of wages ranges some-



Murray

CHAMPAGNE CASTLE, DRAKENSBERG, SHOWING SNOW.

what higher than in the larger towns of Natal and Cape Colony.

The Orange Free State. Having now arrived at the present (1895) terminus of the Natal Government system of Railways in this direction, it is necessary before returning to resume the journey along the main line, to glance briefly at the Free State Republic as a whole.

In area it is computed to be about 72,000 square miles. Its physical configuration is of the simplest, consisting practically of an immense plain, with a gradual slope to the westward. Near the eastern borders there are many mountains more or less connected with the Drakensberg. For the rest, small table-topped hills occur, and that only occasionally.

The territory is situated between Latitude $26^{\circ} 25'$ and $33^{\circ} 40'$ South, and $24^{\circ} 25'$ and $29^{\circ} 45'$ East Longitude. A glance at a map will show that the country lies between the Cape Colony, Basutoland, Natal, and the Transvaal. No census has yet been taken that can be relied upon.

The State is divided into the following eighteen districts:— (1) Bloemfontein (chief town and villages, Bloemfontein, Reddersberg, Brandfort, De Wetsdorp, and Thaba 'Nchu); (2) Caledon River (Smithfield); (3) Fauresmith (Fauresmith, Jagersfontein, Edenburg, Petrusburg, Koffyfontein); (4) Harrismith (Harrismith); (5) Winburg (Winburg, Ventersburg, Senekal); (6) Kroonstad (Kroonstad, Vredefort, and Reitzburg); (7) Boshof (Boshof); (8) Philippolis (Philippolis); (9) Bethulie (Bethulie); (10) Jacobsdal (Jacobsdal); (11) Rouxville (Rouxville, Zastron); (12) Bethlehem (Bethlehem, Lindley, Reitz); (13) Ladybrand (Ladybrand); (14) Heilbron (Heilbron, Parijs); (15) Hoopstad (Hoopstad, Bultfontein); (16) Wepener (Wepener). Note.—Moroka is included in Bloemfontein District, and becomes one of its wards. (17) Vrede (Vrede, Frankfort, Villiers); (18) Ficksburg (Ficksburg).

A party of Boers first "trekked" into the country in 1820, but it was not until 1848 that British sovereignty was extended over the territories north of the Orange River by a proclamation issued by Sir Harry Smith. Some of the Boers, most of whom had come with their leader Andries Pretorius from the

territory lying north of the Vaal River, resisted, but were defeated at the Battle of Boomplaats. In March, 1849, Sir Harry Smith issued another proclamation, in which the territory was named the "Orange River Sovereignty," the limits being between the Vaal River, the Orange River, and the Drakensberg. In February, 1854, the country was again abandoned,



NAPOLEON KOP, NEAR HARRISMITH.

Andrews

and finally handed back to the Boers, who then formed their own Government, which was recognized by the British, and has been maintained since.

The Volksraad, or Chamber of Representatives, is the supreme legislative body, and it appoints the unofficial members of the Executive Council. The President is elected by the whole of the enfranchised burghers of the Republic, and continues in office for five years. The President, with the consent of the Executive, can proclaim martial law, declare war, proclaim peace, and appoint and suspend officials, but is

responsible to the Volksraad in so far that all acts done or appointments made by him are liable to be ratified by that body.

A railway line has been constructed from Norvalspont (Orange River) to the Vaal River, and also a railway from the Drakensberg (Natal) to Harrismith. Concession has been granted to the Kroonstad Coal Estate Company, Limited, for the construction and working of a railway line from Kroonstad to the Vierfontein Coal Mines, about sixty miles in length.

The revenue is derived principally from quit-rent on lands, transfer dues, licenses, native hut taxes, stamps, auction dues and Customs dues. The public revenue and expenditure are : Revenue 1893-94, £293,790 ; Expenditure 1893-94, £323,899. The deficiency was made up by balances from former years. The State has accumulated something like £200,000 for educational purposes. The Nationale Bank works with a capital of £100,000, of which £70,000 have been contributed by the State.





SECTION XIX.

LADYSMITH TO DUNDEE AND NEWCASTLE.

THE ZULULAND GOLD FIELDS.

ON its way from Ladysmith to Dundee, the train traverses the main line as far as Glencoe Junction. It then branches off to the eastward.

For some time after leaving the town the country remains open, seamed with stone dykes, and dotted with low stony hillocks. These latter, covered as they are with loose boulders, cannot be described as picturesque, nevertheless they yield good grazing. At times immense droves of cattle and sheep can be seen from the line, but the rule is, as on the Harrismith route, to keep stock well out of the road.

During the summer months the greater part of the sheep of this district are removed to the Orange Free State or the Transvaal, in order to avoid the heat.

About half-an-hour after leaving Ladysmith, some fairly pretty country is sighted. Mimosa trees stud the broad alluvial valleys, and here and there farm homesteads come into view, bowered in dense groves of blue-gum trees.

Eland's Laagte Station is situated in a bleak and lonely part of the country. Where the road crosses the line a hotel has been erected. At this point the coal deposits of the uplands make their first appearance, and several gaunt-looking derricks lift their black limbs against the sky, while piles of black shale, constituting the débris of the mines, lie scattered about. Sunday's River is next sighted. Here the train pauses for a few minutes to replenish the water supply.

Eland's
Laagte,
205 $\frac{1}{2}$ miles
from
Durban.
Alt. 3,613 ft.

Extensive ballast quarries occur in the vicinity, and sidings have been constructed for the convenience of trucks.

Wessel's Nek is an important station in the coal trade. Several mines of repute occur in the vicinity, and a considerable amount of developing work has been done on them, but they are so similar to coal mines in other lands that a detailed description would be of only slight interest.

Beyond this point the line approaches a range of lofty hills on the right, while on the left a broad bush-studded valley opens out. It was in this vicinity that some landslips occurred a few years ago. By careful engineering the tendency to slip, caused by the formation of the country, has now been entirely overcome. On a summer's day, the dull, gold-coloured



A POST CART ON UPLANDS, NATAL.

blossoms of the mimosa trees not only enliven the landscape, but impregnate the air with a delicious, but somewhat heavy odour. A few farm-houses are sighted, and a siding close to another derrick indicates the existence of more coal mines.

For some miles beyond this point the country remains unchanged.

Waschbank, 218½ miles from Durban, 3,527 feet in altitude, is passed; then the line gradually rises, until at

Glencoe Junction, 231 miles from Durban, 4,304 feet in altitude, it branches off on the Dundee deviation. At this point refreshments are obtainable.

The line from the Junction to the town of Dundee, which is in sight, is six miles in length. This locality may be regarded at present, and for some time to come, as the main coal mining centre of the Colony.

Dundee,
236 miles
from
Durban.
Alt. 4,100 ft.

The settlement is divided into two separate parts, one of which is named Dundee, and the other Coalfields. The former is pleasantly situated on a hill, while the latter lies below and adjacent to it; the line of division between the two being the Dumain spruit. The place was named Dundee after the original farm. It produces at present (1894) about 12,000 tons of good coal per month, and is capable of almost unlimited development. It has a population of about 500 whites, and 700 natives are employed in the mines. In the town there are three Hotels, three Churches, one Government School, a branch of the Standard Bank, a Magistracy, and a Masonic Lodge.

Twice a week passenger and mail coaches leave Dundee for Vryheid, the Nondweni and Denny-Dalton Gold Fields.

The fare from Dundee to Vryheid is thirty shillings. The country between the two settlements possesses no special features of interest. Vryheid itself, however, is a prettily situated town, in close proximity to the battlefields of Kambula and Hlobane. The scenery round about it is charming. In its earlier days this settlement was known as the Boer laager, and the district of which it is the centre, as the New Republic.

The other post cart which leaves Dundee, makes a run to the Zululand Gold Fields. The fare on this route is six pounds return. At the present time the mineral wealth of Zululand is undergoing crucial examination.

On the Nondweni Fields, quite a number of miners and

prospectors are engaged in developing and testing the reefs, some of which are of undoubted value.

The Denny-Dalton mine has important machinery and structures. About 20 white men and 150 Kafirs are employed by the Company. The reef is of pyritic banket, which lies with a dip of 1 in 12 to the south-east.

While on this subject, it may be well to state that in three or four parts of Zululand extensive gold areas have been favourably reported on. The attractions of the Rand with its many capitalists have so far overshadowed the claims of Zululand to be regarded as a mining country, but the steady and extensive work now being carried out will, it is hoped, bring its due reward, and within the next few years result in permanent success.

Returning to Glencoe Junction, the journey along the main line is resumed. A distant and pleasant last glimpse of Dundee is obtained; the line meanwhile traversing a succession of grassy plains and hills, similar to those in the vicinity of Ladysmith.

Coalfields Station, $238\frac{1}{2}$ miles from Durban, 4,043 feet in altitude, together with Dannhauser, $245\frac{3}{4}$ miles from Durban, 4,430 feet in altitude, are next passed.

The country in this vicinity is extremely uninteresting from a picturesque point of view, but the knowledge that every foot of ground, bleak as it may look, covers the future wealth and prosperity of the land, fully compensates for the monotony of its surface.

At Ingagane Station, the historic area of the Boer War of 1881 is entered upon. The station lies in an open valley, or rather on a plain, bounded by low grassy hills, on whose slopes farm-houses are visible. At the drift of the river which gives its name to the station, several encounters between reconnoitring parties of Transvaalers and British troops took place.

Leaving the station, the river is crossed and a glimpse obtained of the traffic bridge slightly further up stream, which at this point is narrow and deep.

The town of Newcastle is sighted shortly afterwards. At the first glimpse, it, like Harrismith, appears to be somewhat

Ingagane,
259 $\frac{1}{2}$ miles
from
Durban.
Alt. 3,900 ft.

Newcastle,
268 miles
from
Durban.
Alt. 3,892 ft.

bleakly situated, but such is not the case. Stretching for a long distance on the left of the line, its galvanized iron roofs glittering amongst the dark foliage of the avenues of blue-gum trees, suggest an ideal frontier town.

It was surveyed and laid out in 1864 by Dr. Sutherland, and named after the Duke of Newcastle, who was then Secretary of State for the Colonies. At that time the plains



MOUNTAIN SCENERY. NATAL, ON THE WAY TO THE ZULULAND GOLD FIELDS.

in the vicinity swarmed with wildebeest, quagga, and deer. Mr. John Parks, M.L.A., who is the only remaining original settler, indirectly started a traffic in game, hides and skins, which was in time destined to assume considerable proportions, but resulted in the game being speedily driven away. With the removal of this source of revenue, more settled and lucrative branches of industry were opened up, and to-day Newcastle stands well in the forefront of the commercial life of the Colony.

It is the seat of magistracy for the division of Newcastle, Klip River County, and Sir Melmoth Osborn, K.C.M.G., was the first Resident Magistrate.

The town was incorporated in August, 1891, and the Hon. A. J. Crawford, M.L.C., elected Mayor, an office which he has since held. The population at the recent census was 1,200 Europeans and about 600 coloured people.

The assessed value of property in the borough in 1894 was £104,195. Upon this assessment, rates are levied as follows: General rate twopence in the pound, and water rate halfpenny in the pound. In addition to the alienated erven, there are 236 erven in the town, belonging to the Corporation, valued at twenty pounds each, this being the average fixed for the purpose of arriving at the financial position of the borough. The town lands, in extent 17,255 acres, are set down at ten shillings per acre, which is considered much below their value. An experiment in the way of leasing the lands for grazing purposes is to be tried presently, with the object, if possible, of effecting a reduction in the rates.

The town possesses an important Agricultural Society, a Government School, a Public Library and Reading Room containing 3,000 volumes, Literary and several Friendly Societies, Sporting Club, and Masonic Lodge. The Church of South Africa, Presbyterian, Wesleyan, Roman Catholic, Dutch, and Wesleyan Native Missions, have places of worship here.

A Woollen Factory Company, with a capital of £10,000, has been established in the vicinity of the town, for the purpose of manufacturing tweeds and blankets from locally produced wool. In order to encourage the industry, the Government offered a bonus of £1,700 for the production of the first 5,000 yards of tweed within a given period. This was easily secured, for within the first eighteen months of its existence, the company manufactured 39,780 yards of tweed with a value of £7,345 12s. 8d. The factory employs twenty whites, many of whom have been specially introduced from Europe for the industry. The machinery

is all of a good type, and is driven by water power with a turbine wheel of 20 h.p.

Tweeds and blankets of first-class quality are produced and finished in a style which would reflect credit on an older establishment. The enterprise was started in a public-spirited



THE CREST OF DUM DUM CASTLE, ZULULAND GOLD FIELDS.
5,000 FEET ABOVE SEA LEVEL.

manner, and should be loyally supported, for it is by the maintenance of such institutions that the truest interests of the country can be served.

A detailed description of the process of weaving is unnecessary in this place, as the industry is of too widespread a character to require more than this passing mention.

The coal mines of the district are another source of wealth, and it is hoped when other trade facilities have been increased, that the mines will add materially to the revenue of the country. On the town lands near the Ingagane River, is located the Newcastle Colliery Company's property. With this property the Southern Cross Syndicate mine is incorporated. The works here extend over an area of 200 acres. They employ four whites, twelve Indians, and 150 natives. A small tramway line connects the property with the Natal Government Railways, and a miniature engine of 20 h.p. brings the coal from the pit's mouth to the sidings. The output from this property for the last two or three years

has averaged 12,000 tons per annum; and the coal, at the pit's mouth, is valued at 8*s.* 9*d.* per ton.

The East Lennoxton Mine, situated about two miles from the railway station, is privately worked by Mr. W. L. Jee. It employs two white men and twenty natives, and has an average output of 200 tons per month, valued at 8*s.* per ton at the pit's mouth; the difference of ninepence per ton in the price being accounted for by the coal having to be carted to the station.

Of the other mines in the vicinity, but little can be said. The Lennoxton has been worked somewhat irregularly, and its output is registered at fifty tons of good coal per month.

There are several others in course of development, while the Crown lands in the vicinity of Newcastle are alleged to be all more or less coal-bearing.

The Incandu River flows close by the town, and perhaps the only spot of historic interest in the vicinity is the bluff-like mass of Fort Amiel, which overlooks the settlement to the north-westward.

Away in the distance, the bold cliffs of the Drakensberg lift their crests high in mid-air, while the open plain surrounding the town is in summer a veritable garden of lilies and countless other blossoms.





SECTION XX.

NEWCASTLE TO VOLKSRUST.

THE TRANSVAAL REPUBLIC.

ON leaving the station at Newcastle, some neat and home-like cottages flank the line on the left. For a considerable distance from the depôt itself, the commodious goods sheds required by the trade of the district extend.

The Incandu River, which flows close to the line, provides fairly good fishing. Barbel scaling up to fourteen pounds are frequently landed.

The country remains open for some time, the only features of especial interest observable from the train being the panoramic view of the Berg on the left. The range at this point trends to the eastward, and begins to lose something of its rugged grandeur as it nears that mountain of historic memories, Amajuba.

About here a marked improvement may be noted from an agricultural point of view. Farms and plantations abound on every hand, but as a rule scant attention is paid by the traveller to such matters, for almost every hill has a history attached to it, in connection with the war of 1881. The table-topped mountain which dominates the country is the battlefield of Amajuba.

The Ingogo Station is situated fifteen miles from Newcastle, and, like that of Ingagane, is replete with historical memories.

North-westward from it, the scene of General Colley's first battle at Laing's Nek is located. The scenery in this vicinity is bold and picturesque. To the westward the grand outlines of Inkwelo Mountain, 6,872 feet in height, can be seen. Amajuba, with an altitude of 7,000 feet, stands close beside it,

Ingogo,
28 $\frac{3}{4}$ miles
from
Durban.
Alt. 4,065 ft.

while away to the east, where the Buffalo River flows, the Pogwan Mountain reigns over wild valleys of tumbled rock and tangled bush.

Between the Ingogo and Laing's Nek tunnel, engineering skill has again to be brought into play to raise the train from an altitude of 4,065 feet to 5,399 feet. This is done, as on the Harrismith line, by a reversing station. The same process is gone through, and similar interest raised, as point by point, the higher altitudes are attained.

In this neighbourhood the line approaches the Buffalo River, which here constitutes the frontier between the South African Republic and Natal. Slightly to the eastward, Fugitive's Drift and other scenes of the Zulu War are situated. The Buffalo, like the Tugela River, has a varied and terrible history. The hurrying feet of armed and maddened barbarians, the glint of spears, and the reverberating cries of warfare were no unfamiliar incidents on its banks. In summer, when flooded, the torrent, coursing as it does over a terraced and mountainous land, is one endless succession of snow-white rapids; and the gorge through which it flows, narrows until in places daylight can scarcely penetrate. Lonely vales full of solemn looking trees, appear to be fraught with the unwritten and the unknown mystery and romance of Africa. A peep into them alone is sufficient to suggest the wild scenes which fifty years ago were in all probability enacted there. It is difficult to realize the rapidity with which affairs have changed. Now the prowling lion, or the wild war-cry of passing regiments of savages, has been replaced by the placid song of the native shepherds.

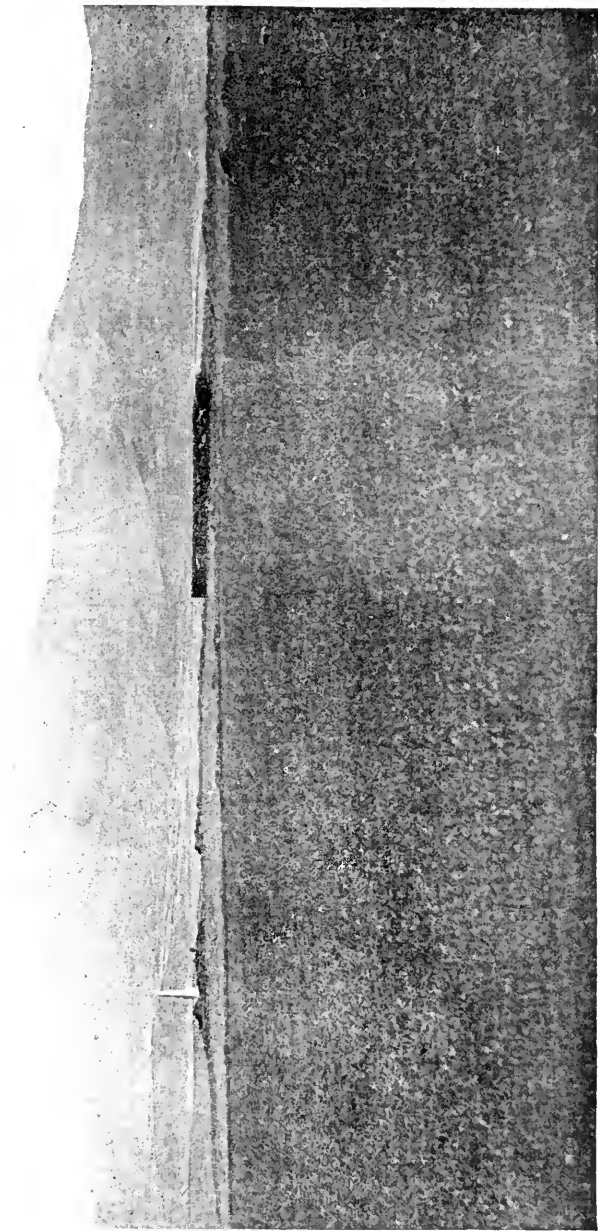
Settled Governments now rule by law where force alone prevailed, and the traveller may pass through the solitudes with less personal fear than in the crowded streets of a city.

Passing on from the reversing station, the Laing's Nek tunnel is entered. This engineering work is one of which Natal may well be proud. In length it is 2,213 feet, faced with hewn stone, and for the greater part has been driven through solid rock. A point of interest attached to it is that

Ingogo Monument

Amajula.

Laing's Nek.



INGOGO, AMAJULA, AND LAING'S NEK BATTLEFIELDS.

Murray

it passes under the battlefield of Laing's Nek, and emerges not far from the former encampment of the Transvaal forces.

Charles-
town,
304 miles
from
Durban,
Mt. 5,385 ft.

Four miles further on, the train steams in to the north-west frontier town of the Colony. The station at Charlestown, although built for the most part of galvanized iron, as befits a temporary terminus, is extensive and commodious. Refreshments and every other convenience required by a traveller at an important stage on a long journey are here provided and sufficient time is allowed for the purpose. The artistically laid tables of Mr. Tomkins, the railway refreshment contractor, are generally considered a welcome sight after the long journey. As an illustration of the fare provided, the following menu, taken at random, is here given:—

N. G. R.

REFRESHMENT ROOMS.

NATAL BREWERY'S

ALE

ON DRAUGHT.

BASS' ALE.

GUINNESS' STOUT.

SUN BRAND BEER.

HUNT'S FORT.

FINE FOREIGN SHERRY

CLARETS:

ST. JULIE LA ROCHE.

MARGAUX.

BURGUNDY:

BEAUNE.

CHAMPAGNE:

POMMERY.

HOCK:

DRAKENSTEIN

LIQUEURS.

DALY & CO'S

CELEBRATED

AERATED WATERS

MENU.

Clear Soup.

Salmon Rissoles.

Lamb Cutlets and Green Peas.

Roast Fowls and Boiled Ham.

Roast Beef. Roast Mutton.

Trifle Pudding. Jam Tartlets.

Stewed Fruit and Custard.

Cheese. Salad. Fruit.

Tea. Coffee.

Charlestown and its neighbouring settlement, Volksrust, are located in a basin on the top of the Drakensberg. The former, which is situated on an open grassy slope, consists of the Government township and a private one named Clavis, which adjoins it.

For some time past, this has been the main terminus of the Natal Government Railways. The station until the line was carried on was the most important establishment of the place. Some well-built dwellings, hotels, and stores have been erected, streets laid out, and every provision made for the comfort and health of future residents. At this period the station presented a scene of animated bustle, as interesting in its way as the one described at the Port. The whole volume of the up and down country trade crossed here. It was no unusual sight to see two or three hundred wagons per day off loading down goods, and taking on merchandise for every part of the Transvaal Republic, while daily passenger coaches brought from the gold fields a constant stream of way-worn travellers.

The platforms were thronged, on the other hand, with eager aspirants for wealth and adventure, who, fresh from the homeland—for the ocean voyage and the train journey provided but scant training to the life which at this particular point opened before them—looked forward expectantly to their introduction to real African experience.

Long lines of trucks dwindling into perspective, were continually pouring into the goods sheds the merchandise which a day or two before had left the ship's holds at the Port.

Multitudes of labourers with portable cranes and other labour-saving appliances, toiled like ants in the sheds and on the trucks, while on the other side equally busy throngs lifted the loads from the "desert ships" which had borne them over the wide plains of the Transvaal.

The change-over of loads effected, away went the trains laden with bales of wool, mohair, hides, silver ore, and retorted gold, back to the Port; whilst the wagons, turning their lumbering fronts once more to the north-west, bore away with them daily, tons upon tons of imported goods. Notions from

America, manufactures from Birmingham and Sheffield, and local productions from Natal, such as tea, sugar, fruit, preserves, spirits, tanned leather, bacon, eggs and butter, passed on in an almost continuous stream. The long teams of patient oxen, urged forward by the gun-like reports of the drivers' whips, crept with almost noiseless speed away out over the horizon, like caravans on the desert. Some of these were bound for the far distant portions of the Transvaal, others for the Barberton Gold Fields beyond Lake Chrissie, and others again for the wonderland of Africa, Witwatersrand.



MILITARY CEMETERY NEAR AMAJUBA. GENERAL COLLEY'S GRAVE ON RIGHT.

Before continuing the journey to the border, it is fitting at this stage that a few lines should be devoted to the subject of sheep. As already stated, these necessary and useful animals thrive only on the uplands of the Colony, and throughout the higher portions of the adjacent states.

For nearly 130 years after the arrival of the Dutch in South Africa, wool-bearing sheep were unknown. The settlers

contented themselves with the indigenous variety, which they found in the possession of the aborigines. As there were no means of selling or utilising the wool, the hairy, fat-tailed sheep entirely met the requirements of the country. The tails of these sheep are flat, broad and large, and naked on the under side. Oftentimes they weigh from fifteen to twenty pounds. The fat is of a semi-fluid nature, and when flavoured with salt, forms a substitute for butter.

In the year 1790, a number of rams of the Escorial breed were introduced. These being crossed with the hairy native sheep, produced an animal with rough but abundant fleece. In 1812, the first serious attempt was made to procure a pure breed, by the introduction of the genuine Electoral strain of Saxony. Lord Charles Somerset shortly afterwards introduced Merinos, and in 1820, British settlers successfully imported Spanish Merinos. The consequence was that South African wool markedly improved, and its export increased from 33,000 pounds weight in the year 1830, to 80,000,000 pounds in 1892.

The original fat-tailed sheep still hold their own for slaughtering purposes. The flock-master of Natal often divides his attention between sheep and goats. The Angora variety was introduced in the year 1838 to the Cape Colony, and being crossed with carefully selected pure white native ewes, resulted in a breed of first-class quality.

The country from Charlestown to the frontier possesses no special feature of interest. The distance to the border is two and a quarter miles, and the border itself, it must be admitted, is disappointing, for after the wealth of mountain scenery, after viewing grand cloud-capped barriers, it is somewhat of a shock to realise that the divisional line between Natal and the Transvaal consists of a barbed wire fence, beside which is fixed a humble iron shed, which constituted the Custom House at the time of writing. The Border.

A spruit in the vicinity is also regarded as a sort of divisional line, and it was at this spot that His Excellency Sir Henry Loch met the President of the South African Republic in conference on the Swaziland question.

Volksrust,
S.A.R.,
306½ miles
from
Durban.
Alt. 5,350 ft.

After passing the spruit, which is bridged with an iron structure of three spans, each 40 feet in length, the train leaves Natal at the furthest limit of its north-western frontier, and enters the Transvaal.

A quarter of a mile beyond this point the border town of the Republic is located. Volksrust, like Charlestown, is at present in an embryo state. It consists of about 250 dwelling-houses, built principally of iron. Hotel accommodation of a fairly good description is obtainable. The principal places of business are the establishments of Messrs. F. W. Murray & Co., J. Nel, and Fisher & Co. On the other side of a small rivulet Mr. Michaelson has a store, opposite which stands the monument erected in memory of those who fell in this vicinity in the war of 1881. It consists of a stone pillar with names inscribed, the whole being fenced in with an iron railing.

A considerable business is done here in wool purchasing, about 8,000 bales per season changing hands. A steam mill is in full swing in the place. Volksrust being the junction of roads for Ermelo, Lake Chrissie, Barberton, Wakkerstroom, Rolfontein, Johannesburg, Middelburg and Leydenburg, naturally presents a busy scene when the trains of wagons are in with their loads.

The Transvaal territory lies between the 22nd and 28th parallel of South Latitude, and the 25th and 32nd degrees of East Longitude. The area of the country is 113,642 square miles. Its population of 119,937 is made up as follows:—Transvaal born, 59,394; Cape born, 29,285; Free State born, 11,527; Natal born, 3,977; aliens of all nations, 14,334; Hollanders, 1,420. Those entitled to vote are given as 12,439, and the number of men from 16 to 60 years of age liable to military service, is set down at 37,378. Of the native population, there are said to be 649,560 souls, but as no census has been taken, this is regarded as vastly under the fact.

The country is divided into districts as follows:—Pretoria (chief town Pretoria); Potchefstroom (chief town Potchefstroom); Rustenburg (chief town Rustenburg); Waterberg (chief town Nylstroom); Zoutpansberg (chief town Pietersburg); Lyden-

burg (chief town Lydenburg); Middelburg (chief town Middelburg); Heidelberg (chief town Johannesburg); Wakkerstroom (chief town M. W. Stroom); Utrecht (chief town Utrecht); Bloemhof (chief town Christiana); Marico (chief town Zeerust); Standerton (chief town Standerton); Ermelo (chief town Ermelo); Lichtenburg (chief town Lichtenburg); Vryheid (chief town Vryheid), and Piet Retief (chief town Piet Retief).

Klerksdorp, Carolina (chief town Carolina), Krugersdorp, and Wolmaransstad have been declared separate districts.

The southern portion of the territory is traversed from west to east by a high plateau, which forms the watershed between the rivers running south and those running north, of which the chief are the Vaal and the Limpopo. Besides this plateau, called the Hooge Veld, there are three mountain ranges which cross the country from west to east, of which the most northerly is called the Zoutpansberg, in the district of the same name. Detached ranges, which are continuations of the Drakensberg, extend from the Natal boundary across the Olifant's River as far as the Limpopo, the northern limit of the Transvaal. These rise in places to some 7,000 feet.

Owing to the elevation of the country, which is about 4,000 feet above the sea, the climate is healthy, the winter being especially bracing. This season extends from April to August, and is generally dry. The monthly mean temperature during the summer ranges from 65° to 73°, and during the winter from 59° to 65°.

The country is well watered, and, as in the Free State, it is supplied with numerous pans or lakelets, the largest of which is Lake Chrissie, 36 miles in circumference. Horses, cattle and sheep thrive well, and in the middle and northern parts of the Republic, vegetation is luxuriant and many extensive forests occur.

The Government is administered by a President, Executive and Legislative Councils, the latter of which is named the Volksraad.

The *Grond Wet*, or Fundamental Law of 1858, declares

that the law of the country shall be Roman-Dutch, and the text-book the Institutes of Van der Linden and Grotius. There is a High Court, to which all final appeals are made, and this Court has also the fullest jurisdiction in criminal matters. The inferior Court is the Landdrost's Court in each district, who has limited jurisdiction—in civil matters to the extent of £100 in illiquid, and £500 in liquid cases; appeal can be made from the Landdrost's decision to the Circuit Court.





SECTION XXI.

VOLKSRUST TO JOHANNESBURG AND PRETORIA.

LEAVING Volksrust *en route* to that great centre of attraction, Johannesburg, the traveller may prepare his mind for a series of surprises. The scenic glories of Natal have become merged in the interminable and monotonous plains which at one time would have been described almost as desert; but there is a consciousness that under the sward there lies hidden, unbounded and potential wealth. The very rocks by the wayside may contain those tiny grains which constitute the power of nations. Even the brown dust swept up by the passing wind suggests ideas of gold, and as the sun sets in the west, the yellow flare tells of the city whose foundations are on gold, and whose workers are day by day producing a wealth which has brought the country into the prominent position it now holds.

As in the Free State, the train, freed from heavy gradients, now booms along without apparent effort. The view from the carriage windows, though no longer mountainous, is by no means lacking in attraction. In summer the grass, green as emerald, clothes every hill and vale. In winter a peculiar purple flush tones it, until in places the whole country glows like a transformation scene. The passing shadow of a great cloud, a gathering storm on the distant horizon, and the bright full sunshine, all tend to impart a delightful sensation of freedom and luxury. It is hard to believe in the existence even of crowded cities and toiling millions. The old world with its trodden ways seems far removed, and the thought naturally rises of the ecstasy that would fill the hearts of those whose lives are cast in grimy

cities, could they be suddenly placed in this land of perpetual sunshine.

Now and again the distant outline of a range of hills dawns on the sight, as the train, like a ship, passes over the broad rolling surface. At rare intervals, long caravans of



HEAD GEAR, GOLD MINE, JOHANNESBURG.

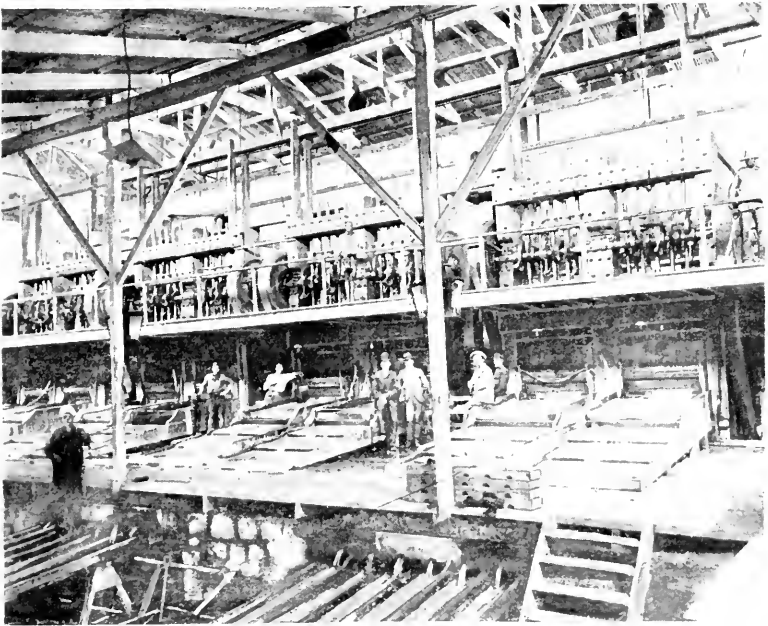
wagons, each drawn by sixteen to eighteen oxen, pace slowly across the view. A solitary horseman, like a tiny speck, can be seen for a moment, and then lost; while a group of deer, with wondering eyes, stand knee-deep in tangle, gazing in terror, and then with a sudden panic, wheel off in long bounds to some sheltering ravine. In the old days, when railways were unknown in South Africa, the journey from Durban to Pretoria, which can now be accomplished in about

twenty-seven hours, was a matter of months: then the traveller really endured the hardships incidental to a journey through the wilds, and the stories of adventure and hair-breadth escapes from ravenous beasts

“Who made night hideous with hoarse bellowings”

were no idle tales. Later on, when Johannesburg became established, post carts, with frequent relays of horses, reduced the time between the railway terminus in Natal and the Fields, to a few days.

A spice of adventure still clung about them; flooded and unbridged rivers, crossed on rickety punts, torrents



INTERIOR OF BATTERY, JOHANNESBURG.

begotten of a night's rain, quagmires in which the wheels became imbedded, were familiar incidents, while accidents, more or less alarming, kept attention strained and fixed, sometimes to a painful degree.

Nowadays this is altered, and stepping from the steamer at

Durban, the traveller is conveyed to his destination without the slightest fear or personal discomfort.

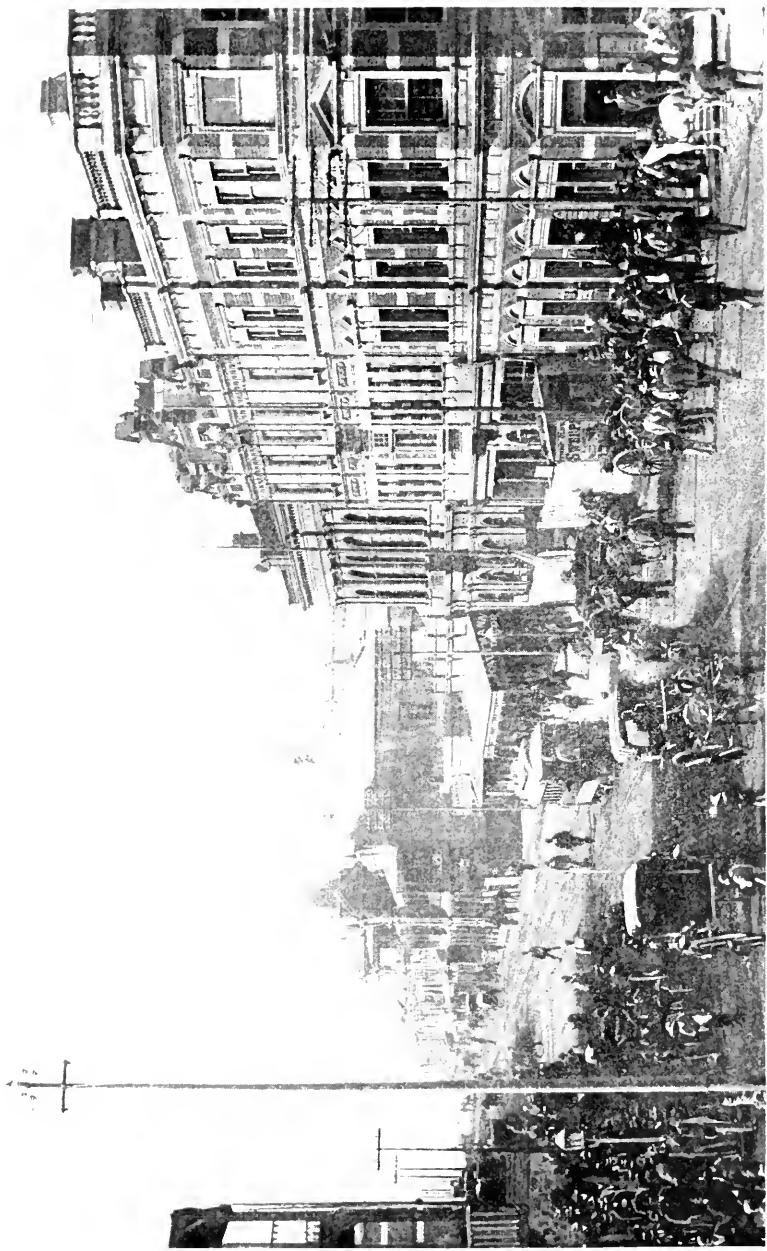
In due course the Vaal River is sighted, and the town of Standerton, situated on its further bank, is entered. There is but slight difference between this settlement and the other outlying towns which have already been described. Most of the business houses are owned and managed by Europeans.

As Standerton is an old-established market centre, its buildings are of a much more permanent character than those of Volksrust. While the town is for the most part English, its streets are generally thronged with Boers from the country round about. The portly forms of the farmers with their broad-rimmed hats, in which oftentimes is stuck an ostrich feather, and their simply dressed wives, say much by their physique in favour of the climate.

Passing on from here to Heidelberg, a change is noticed in the features of the country. The plains are here broken into ridges, each one of which latter has the appearance of a loosely built stone wall. Perched on the side of one of these, is the quaint old town of Heidelberg. This centre has a somewhat interesting history, for in its vicinity there are traces of an old native settlement which at one time constituted the capital of Moselikatse, the famous Lion of the North, and the founder of the Matabele nation.

In the war of 1881, Heidelberg, which was quite unprepared for defensive measures, was occupied by the Transvaalers, and formed their temporary headquarters when Standerton on the one hand, and Pretoria on the other, were held by the English. The town is built chiefly of white sandstone, and abounds in substantially constructed hotels, stores and dwellings. It has a population of about 1,000, and was chief town of its district until the appearance of Johannesburg.

As in Standerton, the trade is principally in the hands of the English. A handsome Dutch Reformed Church occupies the centre of the market square. Passing on from the town, the first hint of the proximity of the gold mines is obtained by the appearance, as in the coal districts of Natal, of occasional



W. L. C. Cochrane

COMMISSIONER STREET, JOHANNESBURG

head gear and batteries. The country resumes its open and flat appearance, but away to the north-westward the line soon approaches a long low ridge. This is the far-famed Witwatersrand; and glistening along its crest, and away down to the valley beyond it, appear the spires and roofs of the "African Chicago." Extending for miles on either side of the city, a continuous line of mines, batteries, and head gear can be traced.

Approaching this scene on a dark night, it is almost impossible to believe that it has been called into existence within the short space of eight years. Far as the eye can reach, the great globes of electric light which are placed near each head gear, illuminate the night with a vivid white glare. The combined roar of the batteries, softened by distance, sounds like the breaking of the surf on a rocky coast. As the train draws nearer still, outlying villages and suburbs are sighted, and when at length it steams into the station, the expectations which were raised are generally fully realized.

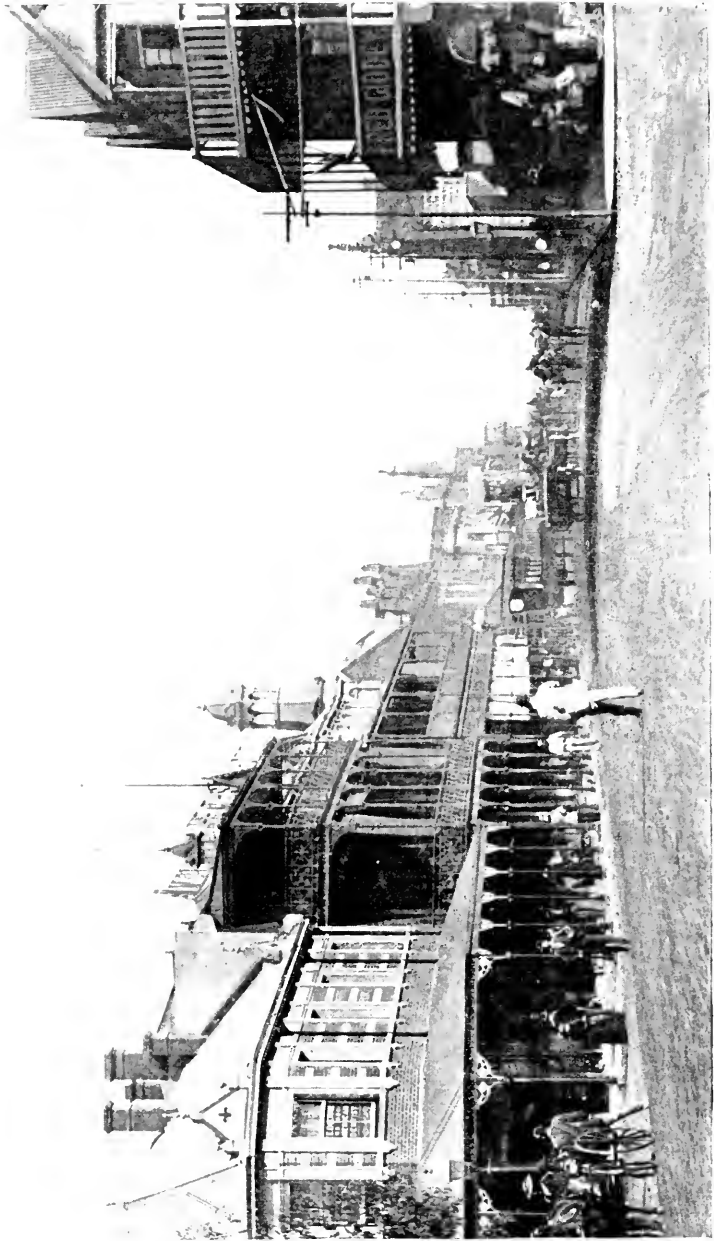
It is no wayside station this, but the junction of the line with the greatest trade centre on the African continent.

As the traveller moves out into the thronged streets, which are flanked by two and three-storied ranges of buildings with elaborately finished fronts, he cannot but marvel at and admire the energy, courage and determination which have created so much in such a short space of time.

A detailed description of Johannesburg and its history need not be given here, as many works devoted to the subject are available. What is more to the point, and will serve the interest of travellers better, will be a short account of the rise and progress of the Transvaal Gold Fields.

When the emigrant farmers first trekked across the Vaal River, their sole idea was the acquisition and stocking of land. When in 1854, gold was discovered, the Government, fearing an influx of foreigners, prohibited prospecting under heavy penalties.

Herr Carl Mauch, a distinguished German traveller,



VII. J. CITY
VIEW IN JOHANNESBURG

discovered, in 1867, auriferous formations in the northern districts of the country. The Government shortly afterwards withdrew its prohibition, and in 1872 the first Gold Laws were published, and rewards offered for the discovery of payable fields.

Alluvial gold was found near Leydenburg, and a considerable number of nuggets unearthed, some scaling up to 215 ounces.

In 1882, attention was directed to the De Kaap Valley, where Mr. G. P. Moodie threw open a large block of farms belonging to him. In 1886 the discovery of the Sheba mine created a fever of excitement. A Limited Liability Company was formed, and men in hot haste began to flock from all parts of the country. In 1887, over ten thousand persons were in the district, and the town of Barberton was built. Innumerable companies were floated, and the wildest schemes inaugurated. This, of course, resulted in a speedy collapse, and in a very short time only the permanent and well-developed reefs were kept open. At this period the output of Barberton was about 70,000 ounces per annum. Its total production for the six years from 1886 to the end of 1892 has been 287,792 ounces with a value of £1,100,000.

Witwatersrand was discovered in 1885, though Mr. H. W. Struben had purchased properties in the district a year before. Prior to this, properties on the Rand were of comparatively little value, ranging in price from £200 to £500, but as capitalists appeared, they rose in price, and in a few months changed hands at sums varying from £7,000 to £70,000.

On the 20th September, 1886, the Rand was proclaimed a public gold field, and Captain Von Brandis appointed first Commissioner. A Government sale of building stands, each of which measured 50 feet square, was held, the standard price being about £200 each. Some of these have since realised £12,000 to £15,000. Good buildings soon began to appear, and the Johannesburg of to-day rose as a natural consequence resulting from the continually increasing output of gold, statistics of which are here given :—

WITWATERSRAND GOLD RETURNS.

	1890	1891	1892	1893	1894
January ...	35,006	53,205	84,560	108,374	149,814
February ...	36,887	50,079	86,649	93,232	151,870
March... ..	37,780	52,949	93,244	111,474	165,372
April	38,696	56,371	95,562	112,053	168,745
May	38,836	54,672	99,436	116,911	169,773
June	37,419	55,863	103,253	122,907	168,162
July	39,456	54,924	101,279	126,169	167,953
August	42,863	59,070	102,322	136,069	174,977
September...	45,485	65,601	107,851	129,585	176,707
October	45,248	72,793	112,167	136,682	173,378
November ...	46,782	73,393	106,794	138,640	175,304
December ...	50,352	80,312	117,748	146,357	182,104

ANNUAL TOTALS.

						Ozs.
1890 .. .. .	...	...	...	...	...	494,810
1891 ... .. .	...	...	...	...	...	729,233
1892 ... .. .	...	...	...	...	...	1,210,865
1893 ... .. .	...	...	...	...	...	1,487,477
1894 ... .. .	...	...	...	...	...	2,024,162

The total output of gold from the combined mines of the Transvaal for 1894, was 2,265,853 ounces. The total weight of raw gold exported from South Africa was 2,129,781 ounces, valued at £7,370,058. During the same year, 5,363 white men and 40,888 natives were employed on sixty-seven mines.

The population of Johannesburg is set down variously at between 35,000 and 45,000. It is difficult to estimate it correctly, as the floating element is great. It is made up principally of whites, and possesses amongst its numbers, some of the smartest business men in the world. Considering that it is a large mining centre, the crime record is not unusually high, while the standard of social life is well on a par with older established towns.

The cost of living in Johannesburg, at one time monstrous, is now reduced to reasonable limits, and all classes can obtain the necessaries of life at rates not far in advance of those prevailing in Capetown and Durban.

Especial provision is made for the needy, who can obtain sixpenny meals, and at the same time no luxury is beyond the reach of the wealthy.

The ruling prices of goods are in some instances lower than on the coast, clothing especially being cheap. Of amusements there is no lack, while an advanced and cultured society adds that indescribable charm which is oftentimes conspicuous by its absence in other mining centres.

Pretoria, the seat of Government of the Transvaal Republic, is situated about thirty-five miles north-east by north of Johannesburg.

On leaving the latter city, the line traverses the town for some distance, and the observer is impressed with the extent of tree planting which has been carried out. For many miles



THE HOSPITAL. JOHANNESBURG.

a succession of young forests can be seen, and in fact the greater part of the route is enlivened and beautified by shrubberies.

The town of Pretoria is situated in a circle of hills, and may fairly be described as one of, if not the prettiest interior town in South Africa. Viewed from the top of any one of the surrounding hills during the summer season, the place

has the appearance of a huge bouquet of flowers. Its many fine buildings are bowered in lofty trees. Nearly every erf is surrounded by a rose fence, and possesses a garden stocked with rare plants ; some boasting even of a collection of 150



THE STANDARD BANK. PRETORIA, S.A.R.

varieties of roses. The effect of this is to produce a blaze of colour which must be seen to be understood. The centre portion of the town has a cluster of buildings which would be no discredit to a European capital.

The Raadzaal, or Parliament House, is the principal of these, and it is a truly palatial building and was erected at a cost of £138,000. The other buildings in its vicinity are those of the National Bank, to which is attached the State Mint. A large and imposing Dutch Reformed Church occupies the centre of the market square.

From this point, streets diverge in all directions. Wherever the eye rests, fine buildings can be seen, and the business life of the place is of an advanced and high-class description.

The population is about 13,000 persons, half of whom are coloured.

The expenses of living in Pretoria are somewhat heavier than in Johannesburg, but still the margin is reasonable. There is no lack of all the modern conveniences of life, and the tourist who visits the capital city of the Transvaal, will be well rewarded for the journey.

Now that the limit of travel designed for this volume is reached, it may perhaps be fitting to say that throughout every page, an earnest effort has been made to carefully describe the country, its features and industries. The scenes along the route have not been overdrawn, and the



RAADZAAL, PRETORIA, S.A.R.

author has no doubt that those who may subsequently visit the country will find that, point by point, he has presented a faithful picture.

The rapid changes which are constantly taking place will of a certainty alter some of the facts and figures con-

tained between these covers, but those changes will be in a forward direction, for, as stated in the beginning, the country is but emerging from the trammels and disabilities begotten of wars and stagnation.

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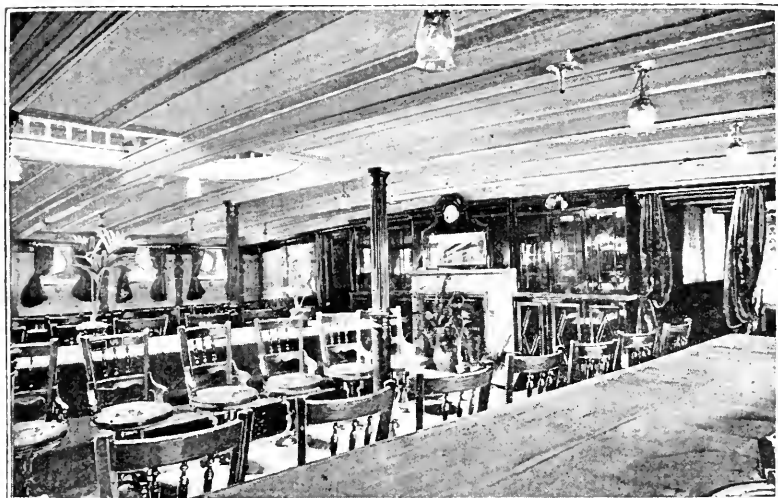
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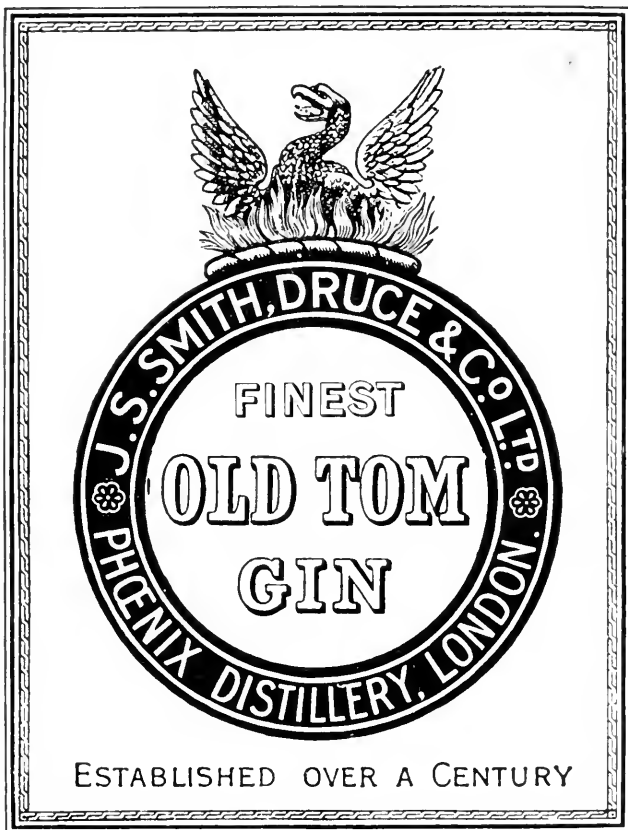


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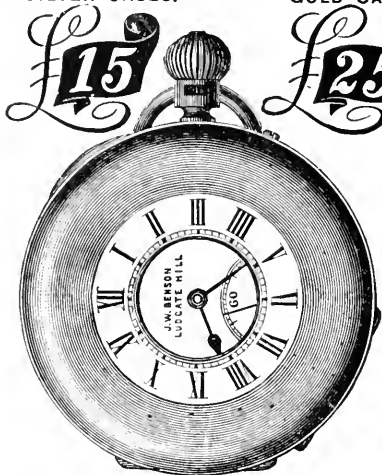
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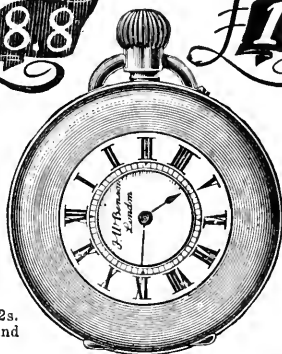
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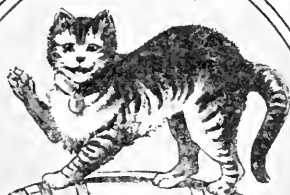
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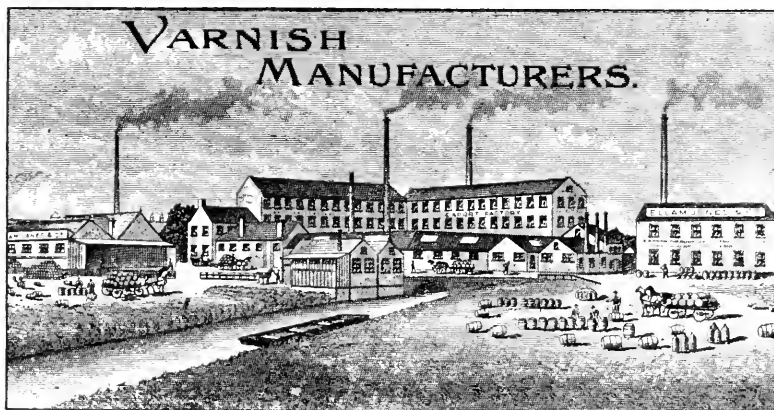
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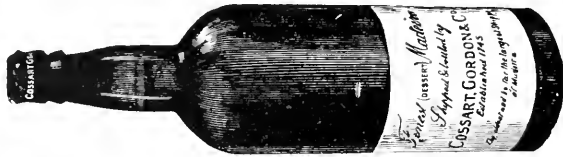
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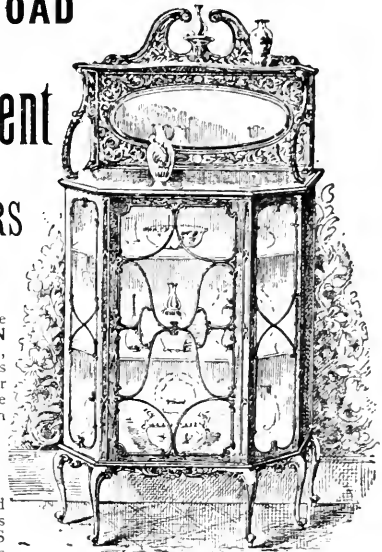
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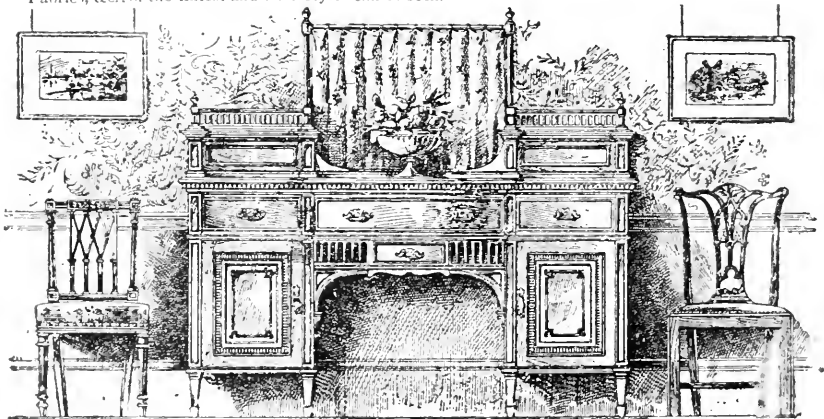
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